

This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

#### Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + Refrain from automated querying Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

#### **About Google Book Search**

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at http://books.google.com/



. ,

.

. 



. . -.

•

. • ŀ .

# ACCOUNTS AND PAPERS:

SEVENTY-SEVEN VOLUMES.

— *(38.)* —

SHIPPING; HARBOURS; WRECKS AND CASUALTIES.

Session

16 January 1902 — 18 December 1902.

VOL. XCII.

, · .

# ACCOUNTS AND PAPERS:

1902.

## SEVENTY-SEVEN VOLUMES:-CONTENTS OF THE

## THIRTY-EIGHTH VOLUME.

N.B.—THE Figures at the beginning of the line, correspond with the No at the foot of each Paper; and the Figures at the end of the line, refer to the MS. Paging of the Volumes arranged for The House of Commons.

#### SHIPPING:

## Merchant Shipping, 1901:

329. Tables showing the Progress of Merchant Shipping in the United Kingdom and the principal Maritime Countries. p. 1

#### Fog Signals:

[Cd. 848.] Report of Trinity House Fog Signal Committee on experiments conducted at St. Catherine's Point, Isle of Wight, 1901.

#### General Lighthouse Fund, 1900-1901:

- 1. Account of the General Lighthouse Fund, showing the Income and Expenditure for the Year ended 31st March 1901.
- 401. Similar Account for the Year ended 31st March 1902. 205

#### Lighthouses, &c. (Local Inspections):

227. Reports to the Board of Trade by the Trinity House of Deptford Strond, the Commissioners of Northern Lighthouses, and the Commissioners of Irish Lights, of their Inspection of Local Lighthouses, Buoys, and Beacons (in continuation of No. 275 of 1901).

#### Merchant Shipping (Life-saving Appliances):

56. Rules made by the Board of Trade under the Merchant Shipping Act, 1894.

## Mercantile Marine (Sight Tests):

✓ [Cd. 1140.] Report on the Sight Tests used in the Mercantile Marine, for 1901 (in continuation of [Cd. 632], 1901).

## Merchant Shipping Act, 1894 (Vessels detained):

Cd. 1233.] Return of all British Ships ordered during the period from 1st July 1901 to 30th June 1902, to be provisionally detained as Unsafe for various reasons, giving the Names of the Owners of those Vessels which have been Dismantled, Broken-up, or converted into hulks, &c. (in continuation of [Cd. 734] 1901).

Vol. XCII.--1902.

### Mercantile Cruisers:

✓ [Cd. 1379.] Report of the Committee on Mercantile Cruisers.

p. 267

#### Merchant Seamen's Fund:

231. Account of the Receipt and Expenditure under the Seamen's Fund Winding-up Act, during 1901.

## Mercantile Marine (Seamen Employed):

Cd. 1342.] Return of the numbers, ages, ratings, and nationalities of the seamen employed 31st day of March 1901, on vessels registered under Part I. of the Merchant Shipping Act, 1894, in the British Isles.

## Merchant Ships as Armed Cruisers:

218. Return of Merchant Liners under Contract with His Majesty's Government for use as Armed Cruisers in War. 327

#### Navigation Laws:

338. Return containing a reprint of the Appendix to the Fifth Report from the Select Committee on the Navigation Laws, 1847, entitled "A Comparative View of the Navigation Law of 1660 and 1847."

## Wages and Effects of Deceased Seamen:

31. Account of the Sums received and paid by the Board of Trade in respect of the Wages and Effects of Deceased Seamen, from the 1st April 1900 to the 31st March 1901.

#### Seamen's Savings Banks, Money Orders, Transmission of Wages:

12. Account of all Deposits Received and Repaid by the Board of Trade on account of Seamen's Savings Banks, during the Year ended 20th November 1900, and of the Interest thereon; of the Number and Amount of Seamen's Money Orders Issued and Paid at Ports in the United Kingdom and at Ports Abroad from 1855 to 31st March 1901; also Statements showing the Receipts and Payments in connection with the Transmission of Seamen's Wages, Home and Foreign, from 1878 to 31st March, 1901.

402. Similar Account for the Year ended 20th November 1901.

**3**57

#### Suez Canal (Commercial, No. 2 (1902)):

[Cd. 1075.] Returns of Shipping and Tonnage, 1899, 1900, and 1901.

363

### HARBOURS:

#### Harwich Harbour:

220. Abstract of the Accounts of the Receipts and Expenditure of the Harwich Harbour Conservancy Board down to the 31st day of March 1902; also an Account of their Credits and Liabilities, with a Report of the Conservancy Board on their Proceedings, and on the Works executed by them, and on the state of Harwich Harbour.

#### Peterhead Harbour:

- [Cd. 813.] Reports respecting Peterhead Harbour Works (in continuation of [Cd. 412.], 1900).
- Cd. 1288.] Reports respecting Peterhead Harbour Works (in continuation of [Cd. 813], 1902).

## Ramsgate Harbour:

11. Statement of the Receipts and Payments made by the Board of Trade, for the Year ended 31st March 1901; with an Account of the Receipt and Issue of Stores.

#### Piers and Harbours (Provisional Orders):

- 86. Report by the Board of Trade of their Proceedings under the General Pier and Harbour Act, 1861 and the General Pier and Harbour Act, 1861, Amendment Act.
  p. 397
- V 195. Memorandum stating the Nature of the Proposals contained in the Provisional Orders included in the Pier and Harbour Provisional Orders (No. 1) Bill.
- 196. Memorandum stating the Nature of the Proposals contained in the Provisional Orders included in the Pier and Harbour Provisional Orders (No. 2) Bill.
- 202. Memorandum stating the Nature of the Proposals contained in the Provisional Orders included in the Pier and Harbour Provisional Orders (No. 3) Bill.
- 203. Memorandum stating the Nature of the Proposals contained in the Provivisional Order included in the Pier and Harbour Orders Confirmation (No. 4) Bill.

#### PILOTAGE:

#### Pilotage:

312. Abstract of Returns relating to Pilots and Pilotage in the United Kingdom (in continuation of No. 268, of 1901).

#### Pilotage Order Confirmation Bill:

/ 194. Memorandum stating the Nature of the Proposals contained in the Provivisional Order included in the Pilotage Provisional Order Bill. 601

#### WRECKS AND CASUALTIES:

#### Loss of Life at Sea:

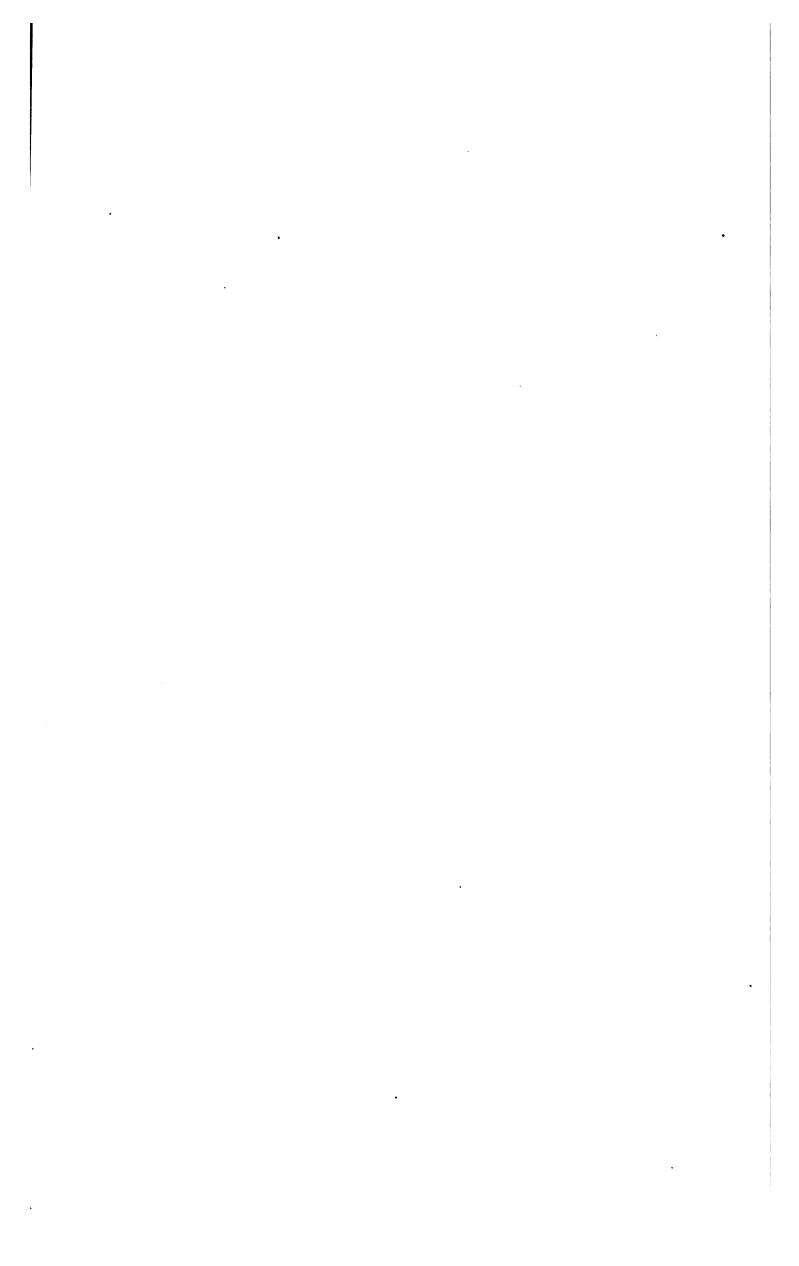
[Cd. 1253.] Return showing the lives lost by wreck, drowning, or other accident, in British Merchant Ships registered in the United Kingdom during the Years 1881 and 1891 to 1901 inclusive.

## Shipping Casualties (1900-1901):

[Cd. 1256.] Abstracts of the Returns made to the Board of Trade of Shipping Casualties which occurred on or near the Coasts or in the Rivers and Harbours of the United Kingdom, from the 1st July 1900 to 30th June 1901; also of Shipping Casualties which occurred to British Vessels elsewhere; and to Foreign Vessels on or near the Coasts or in Rivers and Harbours of British Possessions Abroad; with Charts and Appendices.

## Casualties to Ships:

V 404. Return of Casualties to Ships, showing the date, the name and class of the Ship damaged, the nature of the accident, the number of persons injured, the number of deaths, the result of any inquiry that may have been held into the circumstances, and time in dockyard for repairs, during the year 1901.



## MERCHANT SHIPPING, 1991.

BETURN to an Onler of the Homoredia the House of Commons, dated 5 August 1902; Jon.

# TABLES

SHOWING THE

# PROGRESS OF MERCHANT SHIPPING

IN THE

# UNITED KINGDOM

AND THE

# PRINCIPAL MARITIME COUNTRIES.

Theard of Trade, 0 FRANCIS J. B. HOPWOOD, 0 Francis J. B. HOPWOOD,

(Mr. Gerald Baltowe)

Ordered, by The House of Commons, to be Printed, 6 August 1902.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY WYMAN AND HONE, LIMITED, PRINTED LAUR, E.C.

And to be purchased, either directly or through any Reckneller, from EVER & SPOTTISWOODE, East Gamers Street, Factor Street, E.C. and 62, Account Street, Wissenborren, S.W., or OLIVER and BOYD, Education of E. PONSORBY, 110, Charton Street, Dunies.

1902



## MERCHANT SHIPPING, 1901.

RETURN to an Order of the Honourable the House of Commons, dated 5 August 1902;—for,

## TABLES

SHOWING THE

## PROGRESS OF MERCHANT SHIPPING

IN THE

## UNITED KINGDOM

AND THE

## PRINCIPAL MARITIME COUNTRIES.

Board of Trade. 6 August, 1902.	}	FRANCIS	J. 8.	HOPWOOD

(Mr. Gerald Balfour.)

Ordered, by The House of Commons, to be Printed, 6 August 1902.

## LONDON:

PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE, BY WYMAN AND SONS, LIMITED, FETTER LANE, E.C.

And to be purchased, either directly or through any Bookseller, from EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C.; and 32, ABINGDON STREET, WESTMINSTER, S.W.; or OLIVER AND BOYD, EDINBURGH; or E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

## PRELIMINARY NOTES.

NOTE A.—In all the statistics relating to the United Kingdom and the British Colonies and Possessions in the following tables the tonnage of vessels is given net. As regards Foreign Countries the practice has not in every case been ascertained, but it is known that the figures relating to the entrances and clearances at the ports of Russia in Europe, Norway, Sweden, Germany, Belgium, France, Italy, and the United States are given in net tons, and at the ports of Portugal and Spain in gross tons. The figures relating to tonnage on the register of the respective countries are given in net tons in the case of Russia in Europe, Norway, Sweden, Denmark, Germany, Holland, Belgium, France, Italy, Austria, Hungary, and China (as also for Japan prior to 1897), and in gross tons in the case of Portugal, Spain and the United States (as also for Japan subsequent to 1896).

## NOTE B .- The principal additions to these Tables are as follow:

Pages 16 and 38-41.—Two new tables showing the tonnage entered and cleared with cargoes and in ballast in the foreign trade at the principal British, Foreign and Colonial Ports,

Pages 50-53.—A new table showing the vessels on the register of the United Kingdom, the principal British Possessions and Fcreign Countries classified according to their tonnage.

The figures relating to the tonnage of vessels entered and cleared in the foreign trade of the principal maritime countries have been re-arranged so as to show the details given with regard to each country on a single page, and figures have been added relating to the principal British Colonies (see pages 17 to 37).

# CONTENTS.

No.	Page.	PART I.
Table.		Entrances and Clearances.
	İ	A.—United Kingdom.
	<u>:</u>	I. Foreign Trade, Distinguishing Nationalities.—Tonnage of Sailing and Steam Vessels of different Nationalities entered and cleared in the Foreign Trade at ports
1	6-7	in the United Kingdom for a series of years:
		(a) Sailing and Steam Vessels. (b) Steam Vessels only.
2	8-9	(2) With cargoes only—
	Ì	<ul><li>(a) Sailing and Steam Vessels.</li><li>(b) Steam Vessels only.</li></ul>
3	10-13	II. Trade with Principal Countries.—Tonnage of Sailing and Steam Vessels entered and cleared, with cargoes and in ballast, at ports in the United Kingdom from and to each of the principal Foreign Countries and British Possessions for a series of years:
		(a) Entrances. (b) Clearances.
4	14	III. Trade with the United States.—Tonnage of Sailing and Steam Vessels of British, United States, and other nationalities entered and cleared with cargoes and in ballast at Ports in the United Kingdom in the trade with the United States for a series of years.
5	15	IV. Trade with British Possessions.—Tonnage of Sailing and Steam Vessels of British and Foreign nationality entered and cleared with cargoes and in ballast at Ports in the United Kingdom in the trade with British Possessions for a series of years, distinguishing separately the trade with British North America.
6	16	V. Foreign Trade of Principal Ports in the United Kingdom.—Tonnage of Sailing and Steam Vessels entered and cleared with cargoes and in ballast in the foreign trade at the principal ports of the United Kingdom in the years 1899 to 1901, inclusive.
	:	B.—Principal Maritime Countries and British Colonies.
7		I. Foreign Trade, distinguishing National, British and other Ships.—Tonnage of Sailing and Steam Vessels entered and cleared with cargoes and in ballast in the foreign trade of the undermentioned countries and colonies for a series of years, showing the percentage proportion flying National, British and other flags:—
	17	Russia in Europe. Norway.
	18 19	Sweden. Denmark.
1	20 21	Germany.
į	22 23	Holland. Belgium.
!	24	France.
:	25 26	Portugal. Spain.
1	27 28	Italy. United States.
	29	Chile. Argentine Republic.
ļ	30 31	Japan.
1	32 33	Dominion of Canada. Newfoundland.
İ	34	Cape of Good Hope.
; [	35   36   37	New Zealand. Australian Commonwealth.
8	38-41	II. Foreign Trade of the Principal Foreign and Colonial Ports.—Tonnage of Sailing and Steam Vessels entered and cleared with cargoes and in ballast in the foreign trade at the principal Foreign and Colonial ports in the years 1898 to 1900, inclusive.
	·	C.—British India.
		Tonnage of Sailing and Steam Vessels entered and cleared with cargoes and in ballast in the Foreign Trade of British India for a series of years:
9	42-43	<ul> <li>(1) Distinguishing countries with which trade is carried on—         <ul> <li>(a) Entrances.</li> <li>(b) Clearances.</li> </ul> </li> </ul>
10	44-45	<ul> <li>(2) Distinguishing nationalities of vessels —</li> <li>(a) Entrances.</li> </ul>
005:	700	(b) Clearances. A 2
6654.	766r.	<del>-</del>

TONNAGE OF MERCHANT NAVIES (BRITTER AND FOREIGN).  1. L. Tonnage on Register.—Tonnage of the Merchant Navies of the British Empire, the United Kingdoms, and the principal maritime countries for a series of years:  (1) Saling and Steam Vessels.  (2) Steam Vessels on Hepister Classified according to Tonnage.—Number of Saliling and Steam Vessels of the Merchant Navies of the United Kingdom, the principal James according to their tonnage.  (3) Foreign Countries.  11. Gross Addition of Tonnage to the Register.—Tonnage of Saliling and Steam Vessels added to the Merchan Navies of the United Kingdom and the principal maritime countries for a series of years.  14. To. Gross Addition of Tonnage to the Register.—Tonnage of Saliling and Steam Vessels belonging to the Britiah Empire, the United Kingdom and the principal maritime countries which were removed from the register on account of wreck for a series of years.  15. Tonnage Built in the United Kingdom for a series of years.  16. Tonnage built in the United Kingdom for a series of years.  17. Tonnage Built, bought abroad, and sold to foreigners, in France, for a series of years.  18. Sold Tonnage built, bought abroad, and sold to foreigners, in Germany, for a series of years.  19. Tonnage built, bought abroad, and sold to foreigners, in Germany, for a series of years.  19. A.—Wages on Forkion-Going Vessels.  1. Able Seamen, Firemen, and Trimmers.—Predominant rakes of wages paid permonth for certain Voyages from the principal ports of the United Kingdom for a series of years:  19. Tonnage built, bought abroad, and sold to foreigners, in Germany, for a series of years.  20. Tonnage built, bought abroad, and sold to foreigners, in Germany, for a series of years.  21. Able Seamen, Firemen, and Trimmers.—Prodominant rakes of wages paid permonth for certain Voyages from the principal ports of the United Kingdom for a series of years.  21. Seam Vessels.  22. The Sold Seam Vessels of the United Kingdom, Isle of Man, and Channel Islands well of wages paid in the British Islands	No. of Table.	Page.	PART II.
the United Kingdom, and the principal maritime countries for a series of years:  (1) Saling and Steam Vessels on 19.  (2) Steam Vessels on 19.  (3) Steam Vessels on 19.  (4) Steam Vessels on 19.  (5) Steam Vessels on 19.  (6) Steam Vessels on 19.  (7) II. Vessels on 19.  (8) Foreign Countries.  (9) Foreign Countries.  (1) British Empire.  (9) Foreign Countries.  (1) Foreign Countries.  (2) Foreign Countries.  (3) Foreign Countries.  (4) Foreign Countries.  (5) Foreign Countries.  (6) Foreign Countries.  (7) Foreign Countries.  (8) Foreign Countries.  (9) Foreign Countries.  (1) Wrecks.—Number and Tomage to the Register.—Tomage of Sailing and Steam Vessels belonging to the British Empire, the United Kingdom, and the principal maritime countries which were removed from the register on account of wreck for a series of years.  (9) Tomage built in the United Kingdom for a series of years.  (1) Tomage built and sold to foreigners, in the United States, for a series of years.  (3) Tomage built, bought abroad, and sold to foreigners, in Germany, for a series of years.  (4) Tomage built, bought abroad, and sold to foreigners, in Germany, for a series of years.  (5) Foreign Countries.  (6) FOREIGN-GOING VESSELS.  (7) FOREIGN-GOING VESSELS.  (8) FOREIGN-GOING VESSELS.  (9) FOREIGN-GOING VESSELS.  (1) Foreign Countries of wages paid upon sailing and steam vessels registered in the British Islands, distinguishing the tomages of the vessels for a series of years.  (1) Sailing Vessels.  (2) Steam Wessels.  (3) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam vessels registered in the British Islands, distinguishing the various voyages run and the tomage of recision frades for a series of years.  (7) Foreign Countries.  (8) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam v			Tonnage of Merchant Navies (British and Foreign).
Steam Vessels of the Merchant Navies of the United Kingdom, the principal British Possessions and Torsign Countries on the Register in 1896 and 1900, classified according to their tonnage.  (1) British Empire.  (2) Foreign Countries.  13  54  155  167  17  18  18  19  19  19  10  10  10  10  10  10  10	11	46-49	the United Kingdom, and the principal maritime countries for a series of years:  (1) Sailing and Steam Vessels.
Vessels added to the Merchant Navies of the United Kingdom and the principal maritime countries for a series of years.  14 55  15 67  16 78  17 86  18 68  19 70 70 70 70 70 70 70 70 70 70 70 70 70	12	50–53	Steam Vessels of the Merchant Navies of the United Kingdom, the principal British Possessions and Foreign Countries on the Register in 1895 and 1900, classified according to their tonnage.  (1) British Empire.
the British Empire, the United Kingdom, and the principal maritime countries which were removed from the register on account of wreck for a series of years.  V. Tonnage Built.  (1) Tonnage built in the United Kingdom for a series of years.  (2) Tonnage built and sold to foreigners, in the United States, for a series of years.  (3) Tonnage built, bought abroad, and sold to foreigners, in France, for a series of years.  (4) Tonnage built, bought abroad, and sold to foreigners, in Germany, for a series of years.  PART III.  WAGES, NUMBERS EMPLOYED, AND CONDITIONS OF EMPLOYMENT IN THE UNITED KINGDOM.  A.—WAGES ON FOREIGN-GOING VESSELS.  I. Able Seamen, Firemen, and Trimmers.—Predominant rates of wages paid per month for certain Voyages from the principal ports of the United Kingdom for a series of years:  (3) To firemen and trimmers.  II. Mates, Engineers, and Petty Officers:  (1) Predominant rates of wages paid upon sailing and steam vessels registered in the British Islands, distinguishing the tonnages of the vessels for a series of years.  (2) Steam Vessels.  (3) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam vessels registered in the British Islands, distinguishing the various voyages run and the tonnage of vessels.  B.—NUMBERS EMPLOYED.  I. Apprentices.—Number of indentures enrolled and cancelled for a series of years.  II. British and Foreign Persons.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.  IV. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein, proportion of Persons employed therein for a series of years.  V. Analysis of Creus.—Comparative Table showing the constitution of the Crews of certain British Vessels emp	13	54	Vessels added to the Merchant Navies of the United Kingdom and the principal
(1) Tonnage built in the United Kingdom for a series of years. (2) Tonnage built and sold to foreigners, in the United States, for a series of years. (3) Tonnage built, bought abroad, and sold to foreigners, in France, for a series of years. (4) Tonnage built, bought abroad, and sold to foreigners, in Germany, for a series of years.  (4) Tonnage built, bought abroad, and sold to foreigners, in Germany, for a series of years.  PART III.  WAGES, NUMBERS EMPLOYED, AND CONDITIONS OF EMPLOYMENT IN THE UNITED KINGDOM.  A.—WAGES ON FOREIGN-GOING VESSELS.  I. Able Seamen, Firemen, and Trimmers.—Predominant rates of wages paid permonth for certain Voyages from the principal ports of the United Kingdom for a series of years:  (1) To able seamen. (3) To firemen and trimmers.  II. Mates, Engineers, and Petty Officers: (1) Predominant rates of wages paid upon sailing and steam vessels registered in the British Islands, distinguishing the tonnages of the vessels for a series of years.  (2) Steam Vessels. (2) Steam Vessels. (3) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam vessels registered in the British Islands, distinguishing the various voyages run and the tonnage of wessels.  B.—Numbers Employee.  I. Apprentices.—Number of indentures enrolled and cancelled for a series of years.  II. British and Foreign Persons.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.  III. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons to every 100 Tons in each Trade and Class of Vessel for a series of years.  V. Analysis of Crews.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and	14	55	the British Empire, the United Kingdom, and the principal maritime countries which
(2) Tonnage built and sold to foreigners, in the United States, for a series of years.  (3) Tonnage built, bought abroad, and sold to foreigners, in France, for a series of years.  (4) Tonnage built, bought abroad, and sold to foreigners, in Germany, for a series of years.  PART III.  WAGES, NUMBERS EMPLOYED, AND CONDITIONS OF EMPLOYMENT IN THE UNITED KINGDOM.  A.—WAGES ON FOREIGN-GOING VESSELS.  I. Able Seamen, Firemen, and Trimmers.—Predominant rates of wages paid permonth for certain Voyages from the principal ports of the United Kingdom for a series of years:  (1) To able seamen. (3) To firemen and trimmers.  II. Mates, Engineers, and Petty Officers:  (1) Predominant rates of wages paid upon sailing and steam vessels registered in the British Islands, distinguishing the tonnages of the vessels for a series of years.  (2) Steam Vessels. (3) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam vessels registered in the British Islands, distinguishing the various voyages run and the tonnage of vessels.  II. British and Foreign Persons.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.  III. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Channel Islands employed in the Home and Foreign Trades for a series of years.  V. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tous belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein for a series of years.  V. Analysis of Creux.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1800:  (1) Sailing Vessels.			V. Tonnage Built.
(3) Tonnage built, bought abroad, and sold to foreigners, in France, for a series of years.  (4) Tonnage built, bought abroad, and sold to foreigners, in Germany, for a series of years.  (4) Tonnage built, bought abroad, and sold to foreigners, in Germany, for a series of years.  PART III.  WAGES, NUMBERS EMPLOYED, AND CONDITIONS OF EMPLOYMENT IN THE UNITED KINGDOM.  A.—WAGES ON FOREIGN-GOING VESSELS.  I. Able Seamen, Firemen, and Trimmers.—Predominant rates of wages paid permonth for certain Voyages from the principal ports of the United Kingdom for a series of years:  (1) To able seamen. (2) To firemen and trimmers.  II. Mates, Engineers, and Petty Officers: (1) Predominant rates of wages paid upon sailing and steam vessels registered in the British Islands, distinguishing the tonnages of the vessels for a series of years.  (2) Steam Vessels. (3) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam vessels registered in the British Islands, distinguishing the various voyages run and the tonnage of vessels.  B.—NUMBERS EMPLOYED.  I. Apprentices.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.  III. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Channel Islands employed in the Home and Foreign Trades, Number of Persons to every 100 Tons in each Trade and Class of Vessel for a series of years.  V. Analysis of Creus.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1800:  (1) Sailing Vessels.	_		(2) Tonnage built and sold to foreigners, in the United States, for a series of
PART III.  Wages, Numbers employed, and conditions of Employment in the United Kingdom.  I. Able Seamen, Firemen, and Trimmers.—Predominant rates of wages paid per month for certain Voyages from the principal ports of the United Kingdom for a series of years:  (1) To able seamen. (2) To firemen and trimmers.  II. Mates, Engineers, and Petty Officers: (1) Predominant rates of wages paid upon sailing and steam vessels registered in the British Islands, distinguishing the tonnages of the vessels for a series of years. (2) Steam Vessels. (3) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam vessels registered in the British Islands, distinguishing the various voyages run and the tonnage of vessels.  B.—Numbers Employed.  I. Apprentices.—Number of indentures enrolled and cancelled for a series of years.  B.—Numbers Employed.  II. British and Foreign Persons.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.  III. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades of Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed therein for a series of years.  V. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed therein for a series of years.  V. Analysis of Creus.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:  18 78-79	17	58	(3) Tonnage built, bought abroad, and sold to foreigners, in France, for a series
Wages, Numbers employed, and Conditions of Employment in the United Kingdom.  A.—Wages on Foreign-Going Vessels.  I. Able Seamen, Firemen, and Trimmers.—Predominant rates of wages paid per month for certain Voyages from the principal ports of the United Kingdom for a series of years:  (1) To able seamen. (2) To firemen and trimmers.  II. Mates, Engineers, and Petty Officers: (1) Predominant rates of wages paid upon sailing and steam vessels registered in the British Islands, distinguishing the tonnages of the vessels for a series of years. (2) Steam Vessels. (2) Steam Vessels. (2) Steam Vessels registered in the British Islands, distinguishing the various voyages run and the tonnage of vessels.  B.—Numbers Employed.  I. Apprentices.—Number of indentures enrolled and cancelled for a series of years.  II. British and Foreign Persons.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.  III. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, Number of Persons employed therein, proportion of Persons to every 100 Tons in each Trade and Class of Vessel for a series of years.  IV. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein, proportion of Persons employed therein for a series of years.  V. Analysis of Creus.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:  188 78-79	18	59	(4) Tonnage built, bought abroad, and sold to foreigners, in Germany, for a
A.—WAGES ON FOREIGN-GOING VESSELS.  I. Able Seamen, Firemen, and Trimmers.—Predominant rates of wages paid permonth for certain Voyages from the principal ports of the United Kingdom for a series of years:  (1) To able seamen. (2) To firemen and trimmers.  II. Mates, Engineers, and Petty Officers:  (1) Predominant rates of wages paid upon sailing and steam vessels registered in the British Islands, distinguishing the tonnages of the vessels for a series of years.  (2) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam vessels registered in the British Islands, distinguishing the various voyages run and the tonnage of vessels.  B.—Numbers Employed.  I. Apprentices.—Number of indentures enrolled and cancelled for a series of years.  B.—Numbers Employed.  I. Apprentices.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, Number of Persons employed therein, proportion of Persons to every 100 Tons in each Trade and Class of Vessel for a series of years.  IV. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein for a series of years.  V. Analysis of Creus.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:  190 October 190 Trade of the United Kingdom in the years 1890 and 1900:  190 October 200 Trade of the United Kingdom in the years 1890 and 1900:  190 October 200 Trade of the United Kingdom in the years 1890 and 1900:  190 October 200 Trade of the United Kingdom in the years 1890 and 1900:			PART III.
I. Able Seamen, Firemen, and Trimmers.—Predominant rates of wages paid per month for certain Voyages from the principal ports of the United Kingdom for a series of years:  (1) To able seamen. (2) To firemen and trimmers.  II. Mates, Engineers, and Petty Officers:  (1) Predominant rates of wages paid upon sailing and steam vessels registered in the British Islands, distinguishing the tonnages of the vessels for a series of years.  (2) Sailing Vessels. (2) Steam Vessels. (2) Steam Vessels. (3) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam vessels registered in the British Islands, distinguishing the various voyages run and the tonnage of vessels.  B.—Numbers Employed.  II. Apprentices.—Number of indentures enrolled and cancelled for a series of years.  III. British and Foreign Persons.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.  III. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Channel Islands employed in the Home and Channel Islands employed therein, proportion of Persons to every 100 Tons in each Trade and Class of Vessel for a series of years.  IV. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein for a series of years.  V. Analysis of Crevs.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:  (1) Sailing Vessels.			Wages, Numbers employed, and Conditions of Employment in the United Kingdom.
I. Able Seamen, Firemen, and Trimmers.—Predominant rates of wages paid per month for certain Voyages from the principal ports of the United Kingdom for a series of years:  (1) To able seamen. (2) To firemen and trimmers.  II. Mates, Engineers, and Petty Officers:  (1) Predominant rates of wages paid upon sailing and steam vessels registered in the British Islands, distinguishing the tonnages of the vessels for a series of years.  (2) Sailing Vessels. (2) Steam Vessels. (2) Steam Vessels. (3) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam vessels registered in the British Islands, distinguishing the various voyages run and the tonnage of vessels.  B.—Numbers Employed.  II. Apprentices.—Number of indentures enrolled and cancelled for a series of years.  III. British and Foreign Persons.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.  III. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Channel Islands employed in the Home and Channel Islands employed therein, proportion of Persons to every 100 Tons in each Trade and Class of Vessel for a series of years.  IV. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein for a series of years.  V. Analysis of Crevs.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:  (1) Sailing Vessels.			A _WAGES ON FOREIGN COING VESSELS
month for certain Voyages from the principal ports of the United Kingdom for a series of years:  (1) To able seamen. (2) To firemen and trimmers.  II. Mates, Engineers, and Petty Officers: (1) Predominant rates of wages paid upon sailing and steam vessels registered in the British Islands, distinguishing the tonnages of the vessels for a series of years.  (2) Sailing Vessels. (2) Steam Vessels. (2) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam vessels registered in the British Islands, distinguishing the various voyages run and the tonnage of vessels.  B.—Numbers Employed.  I. Apprentices.—Number of indentures enrolled and cancelled for a series of years.  II. British and Foreign Persons.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.  11. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Channel Islands employed in the Home and Channel Islands employed in the Home and Foreign Trades, Number of Persons employed therein, proportion of Persons employed therein for a series of years.  IV. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein for a series of years.  V. Analysis of Crews.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:  (1) Sailing Vessels.  (1) Sailing Vessels.			
II. Mates, Engineers, and Petty Officers:  (1) Predominant rates of wages paid upon sailing and steam vessels registered in the British Islands, distinguishing the tonnages of the vessels for a series of years.  (1) Sailing Vessels. (2) Steam Vessels. (2) Steam Vessels. (2) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam vessels registered in the British Islands, distinguishing the various voyages run and the tonnage of vessels.  B.—Numbers Employed.  3 I. Apprentices.—Number of indentures enrolled and cancelled for a series of years.  II. British and Foreign Persons.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.  III. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, Number of Persons employed therein, proportion of Persons to every 100 Tons in each Trade and Class of Vessel for a series of years.  1V. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein for a series of years.  V. Analysis of Creus.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:  (1) Sailing Vessels.			month for certain Voyages from the principal ports of the United Kingdom for a series of years:  (1) To able seamen.
(1) Predominant rates of wages paid upon sailing and steam vessels registered in the British Islands, distinguishing the tonnages of the vessels for a series of years.  (1) Sailing Vessels. (2) Steam Vessels. (2) Steam Vessels. (2) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam vessels registered in the British Islands, distinguishing the various voyages run and the tonnage of vessels.  B.—Numbers Employed.  I. Apprentices.—Number of indentures enrolled and cancelled for a series of years.  II. British and Foreign Persons.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.  III. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, Number of Persons employed therein, proportion of Persons to every 100 Tons in each Trade and Class of Vessel for a series of years.  1V. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein for a series of years.  V. Analysis of Creus.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:	20	94-00	· ·
(1) Sailing Vessels. (2) Steam Vessels. (2) Steam Vessels. (2) Steam Vessels. (2) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam vessels registered in the British Islands, distinguishing the various voyages run and the tonnage of vessels.  B.—Numbers Employed.  I. Apprentices.—Number of indentures enrolled and cancelled for a series of years.  II. British and Foreign Persons.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.  III. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades and Class of Vessel for a series of years.  76-77  IV. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein for a series of years.  V. Analysis of Crews.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:  (1) Sailing Vessels.			(1) Predominant rates of wages paid upon sailing and steam vessels registered in the British Islands, distinguishing the tonnages of the vessels for a series of
23 68-72 (2) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam vessels registered in the British Islands, distinguishing the various voyages run and the tonnage of vessels.  B.—Numbers Employed.  3 B.—Numbers Employed.  3 I. Apprentices.—Number of indentures enrolled and cancelled for a series of years.  II. British and Foreign Persons.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.  36 TII. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, Number of Persons envery 100 Tons in each Trade and Class of Vessel for a series of years.  37 T6-77 TV. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein for a series of years.  38 V. Analysis of Crews.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:  (1) Sailing Vessels.			(1) Sailing Vessels.
I. Apprentices.—Number of indentures enrolled and cancelled for a series of years.  II. British and Foreign Persons.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.  III. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, Number of Persons employed therein, proportion of Persons to every 100 Tons in each Trade and Class of Vessel for a series of years.  IV. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein for a series of years.  V. Analysis of Crews.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:  (1) Sailing Vessels.		1	(2) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam vessels registered in the British Islands, distinguish-
years.  II. British and Foreign Persons.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.  III. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, Number of Persons employed therein, proportion of Persons to every 100 Tons in each Trade and Class of Vessel for a series of years.  IV. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein for a series of years.  V. Analysis of Crews.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:  (1) Sailing Vessels.			B.—Numbers Employed.
II. British and Foreign Persons.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.  75 III. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, Number of Persons employed therein, proportion of Persons to every 100 Tons in each Trade and Class of Vessel for a series of years.  76-77 IV. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein for a series of years.  V. Analysis of Crews.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:  (1) Sailing Vessels.	24	73	••
1II. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, Number of Persons employed therein, proportion of Persons to every 100 Tons in each Trade and Class of Vessel for a series of years.  1V. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein for a series of years.  V. Analysis of Crews.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:  (1) Sailing Vessels.	25	74	II. British and Foreign Persons.—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of
76-77  IV. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein for a series of years.  V. Analysis of Crews.—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:  (1) Sailing Vessels.	26	75	III. Proportion per 100 Tons.—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, Number of Persons employed therein, proportion of Persons to every 100 Tons in each Trade and Class of Vessel for a series of
Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:  28 78-79 (1) Sailing Vessels.	27	76–77	IV. Employment in Small Sailing Vessels.—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein for a series of years.
29 80-81 (2) Steam Vessels.	-28	78-79	Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900:  (1) Sailing Vessels.
			(2) Steam Vessels.

No. of Table.	Page.	PART III.—Continued.
		C.—Miscrllaneous.
30	82	I. Relief of Distressed Seamen abroad.—Sums Voted, and Expenditure, on account of Relief of Distressed British Seamen Abroad for a series of years.
31	83	II. Seamen's Savings Banks.—Account of all Deposits Received and Repaid by the Board of Trade, under the Authority of the Seamen's Savings Bank Act, 1856, 19 & 20 Vict. c. 41, for a series of years.
:82	83	III. Seamen's Money Orders.—Number and Amount of Seamen's Money Orders issued and paid at Ports in the United Kingdom, and at Ports Abroad, for a series of years.
33	84	IV. Seamen's Wages, Transmission of.—Receipts and Payments in connection with the transmission of Seamen's Wages for a series of years.
		PART IV.
		SUEZ CANAL TRAFFIC.
		Number and Tonnage of Vessels that passed through the Suez Canal for a series of years:
34 <b>3</b> 5	85 8 <b>6</b> –87	(1) From 1870 to 1901. (2) From 1889 to 1901, distinguishing nationalities.

Commercial, Labour and Statistical Department Board of Trade, Whitehall Gardens, London, S.W. August, 1902.

A. E. BATEMAN.

## PART I.

# FOREIGN TRADE OF UNITED KINGDOM, DISTINGUISHING NATIONALITIES.

TABLE, No. 1.—Tonnage of Sailing and Steam Vessels of different Nationalities for a series

## 1. With Cargoes and in Ballast.

## (a) Sailing and Steam Vessels.

***************************************	Y.		1840.	1850.	1860.	1870.	1880.	1890.	
British Ships	-	-	Tons. 6,490,485	Tons. 9,442,544	Tons. 13,914,923	Tons. 25,072,180	Tons. 41,348,984	Tons. 53,973,112	1
Foreign Ships:-				<del> </del>				<u> </u>	.! 
American (U.S.)	-	-			2,981,697	1,265,902	1,006,388	291,933	2
Austro-Hungarian	-	-			344,117	388,938	329,292	117,831	3
Belgian	-	-			132,133	318,952	533,557	873,109	4
Danish	-	-			759,987	753,070	1,384,699	1,854,002	5
Dutch	-	- ;			567,390	531,837	1,170,463	1,900,891	6
French	-	- !			913,336	1,105,951	1,743,042	1,686,974	7
German	-	- 1			2,314,255	1,763,433	3,173,835	4,392,955	8
Italian		-			303,414	935,043	1,125,270	444,187	9
Norwegian	-	- 1			1,456,764	2,774,348	4,051,768	5,000,801	10
Russian	-	-			282,611	619,255	607,902	551,123	11
Spanish		-			142,836	312,446	635,996	1,276,060	12
Swedish		-			449,507	684,729	1,508,821	1,575,812	13
Other Countries		-			126,322	114,098	116,046	345,079	14
TOTAL FOREIGN	٠ - ١	-	2,949,182	5,062,520	10,774,369	11,568,002	17,387,079	20,310,757	15
Total Brit Foreign	ISH A	(D.)	9,439,667	14,505,064	24,689,292	36,640,182	58,736,063	74,283,869	16
Proportion per cent. of to Total Tonnage	Briti	8H }	68-8	65·1	56.4	68.4	70.4	72.7	17

					(0) 6	ves	seis only.	<b>.</b>			
NATIONALITY.			1840.		1850.	1860.	1870.	1880.	1890.		
BRITISH SHIPS	-			Ton 663,0		Tons. 1,802,955	Tons. 4,186,620	Tons. 13,341,058	Tons. 30,976,037	Tons. 49,023,775	1
FOREIGN SHIPS:				_	J			<u> </u>	<u> </u>		
American (U.S.)		-		•	•		8,809	4,852	139,070	110,003	. 2
Austro-Hungarian		-			- !		300	6,746	501	45,725	3-
Belgian	-	-					58,849	290,615	529,170	869,196	. 4
Danish		-		-	-		29,829	101,053	643,924	1,308,913	5
Dutch · ·	-	-		-	-		123,242	165,490	940,558	1,727,463	6
French	-	-	-				44,025	296,346	996,866	1,319,491	7.
German - ·	-	-	•	-	-		389,318	446,765	1,438,467	3,401,727	8.
Italian -	-	-					432	8,903	12,827	104,454	9.
Norwegian -	-	-	-	•	-		18,115	28,517	201,897	1,169,550	10
Russian	-	-	-	-	-		22,696	102,856	65,633	168,612	11
Spanish	-	-			•		37,336	185,869	562,116	1,234,123	12
Swedish	٠.	-	-	-	-		16,165	63,166	650,973	885,017	13
Other Countries	-		-	-	-		31,737	30,095	55,903	316,960	14
TOTAL FORE	IGN	- <b>-</b>	-	128,	507	406,892	780,853	1,731,273	6,237,905	12,661,234	15
Total Br Foreign		H AN	( <u>ar</u>	791,	555	2,209,847	4,967,473	15,072,331	37,213,942	61,685,009	16
PROPORTION PER CENT TO TOTAL TONNAG		RITIS	.}	83	8	81.6	84:3	88.5	83.2	79.5	17

## ENTRANCES AND CLEARANCES.

Foreign Trade of United Kingdom, distinguishing Nationalities.

Entered and Cleared in the Foreign Trade at Ports in the United Kingdom of years.

## 1. With Cargoes and in Ballast.

## (a) Sailing and Steam Vessels.

	1895.	1896.	1897.	1898.	1899.	1900.	1901.
1	Tons. 58,691,926	Tons. 62,064,335	Tons. 64,426,545	Tons. 64,216,728	Tons. 65,648,989*	Tons. 62,710,836*	Tons. 62,789,841
.2	656,525	768,597	710,950	314,445	569,979	559,552	501,514
3	209,792	237,818	273,942	247,790	413,229	491,222	<b>524,32</b> 5
4	1,089,482	1,179,646	1,352,450	1,404,946	1,474,438	1,601,606	1,616,082
5	1,951,736	2,265,153	2,579,530	2,828,918	3,375,632	3,494,797	3,392,959
6	2,307,034	2,470,138	2,522,509	2,614,124	2,950,447	3,213,767	3,355,33
.7	1,838,743	1,805,638	2,112,648	2,027,726	2,535,136	2,822,375	3,124,68
8	3,888,642	3,823,168	4,046,221	4,539,912	5,238,057	6,027,208	5,432,013
9	336,312	279,237	501,526	643,926	1,087,806	1,409,078	1,076,28
0	5,264,844	5,883,467	6,362,542	6,604,963	7,442,597	7,661,571	6,895,680
1	645,247	693,455	688,678	790,397	903,547	1,179,497	1,104,078
2	1,327,394	1,354,003	1,471,597	1,377,669	. 2,006,440	2,709,247	2,800,350
3	1,994,362	2,236,382	2,531,342	2,728,160	3,318,348	3,597,198	3,632,65
4	337,135	<b>4</b> 01 <b>,3</b> 85	618,383	624,262	818,242	1,045,739	1,105,219
5	21,847,248	23,398,087	25,772,318	26,747,238	32,133,898	35,812,857	34,561,179
6	80,539,174	85,462,422	90,198,863	90,963,966	97,782,887*	98,523,693*	97,351,01
7	72-9	72.6	71.4	70.6	67·1	63.7	64.5
			(1) (C)	TT 1	•		
	1005	1000	<u> </u>	Vessels on	ĺ	1000	1001
	1895.	1896.	(b) Steam	Vessels on	ly.	1900.	1901.
1	Tons.	1896.  Tons. 58,809,349	<u> </u>	<del></del>	ĺ	1900.  Tons. 60,302,653*	1901.  Tons. 60,599,256
	Tons. 54,899,980	Tons. 58,809,349	1897.  Tons. 61,372,033	1898.  Tons. 61,395,898	1899.  Tons. 63,119,670*	Tons. 60,302,653*	Tons. 60,599,256
2	Tons. 54,899,980 574,059	Tons. 58,809,349	1897.  Tons. 61,372,033	Tons. 61,395,898	1899.  Tons. 63,119,670*	Tons. 60,302,653*	Tons. 60,599,250
2 3	Tons. 54,899,980 574,059 180,199	Tons. 58,809,349  722,123 222,521	1897.  Tons. 61,372,033  659,134 266,061	Tons. 61,395,898  285,252 239,930	1899.  Tons. 63,119,670*  539,851 407,254	Tons. 60,302,653* 535,941 484,934	Tons. 60,599,250
2 3 4	Tons. 54,899,980 574,059 180,199 1,087,762	70ns. 58,809,349 722,123 222,521 1,177,845	1897.  Tons. 61,372,033  659,134 266,061 1,351,872	1898.  Tons. 61,395,898  285,252 239,930 1,403,895	1899.  Tons. 63,119,670*  539,851 407,254 1,472,356	Tons. 60,302,653*  535,941 484,934 1,599,072	Tons. 60,599,250 453,766 517,256 1,613,163
2 3 4	Tons. 54,899,980 574,059 180,199 1,087,762 1,513,227	70ns. 58,809,349 722,123 222,521 1,177,845 1,945,106	1897.  Tons. 61,372,033  659,134 266,061 1,351,872 2,174,642	1898.  Tons. 61,395,898  285,252 239,930 1,403,895 2,436,723	1899.  Tons. 63,119,670*  539,851 407,254 1,472,356 2,962,906	Tons. 60,302,653* 535,941 484,934 1,599,072 3,112,715	Tons. 60,599,250 453,764 517,256 1,613,163 3,054,056
2 3 4 5	Tons. 54,899,980 574,059 180,199 1,087,762 1,513,227 2,166,064	70ns. 58,809,349 722,123 222,521 1,177,845 1,845,106 2,319,509	1897.  Tons. 61,372,033  659,134 266,061 1,351,872 2,174,642 2,362,597	Tons. 61,395,898  285,252 239,930 1,403,895 2,436,723 2,471,668	1899.  Tons. 63,119,670*  539,851 407,254 1,472,356 2,962,906 2,812,882	Tons. 60,302,653* 535,941 484,934 1,599,072 3,112,715 3,064,328	Tons. 60,599,250 453,766 517,256 1,613,163 3,054,056 3,189,270
2 3 4 5 6	Tons. 54,899,980 574,059 180,199 1,087,762 1,513,227 2,166,064 1,533,968	70ns. 58,809,349  722,123 222,521 1,177,845 1,845,106 2,319,509 1,514,625	1897.  Tons. 61,372,033  659,134 266,061 1,351,872 2,174,642 2,362,597 1,725,705	Tons. 61,395,898  285,252 239,930 1,403,895 2,436,723 2,471,668 1,655,932	1899.  Tons. 63,119,670*  539,851 407,254 1,472,356 2,962,906 2,812,882 2,097,029	Tons. 60,302,653* 535,941 484,934 1,599,072 3,112,715 3,064,328 2,406,765	Tons. 60,599,250 453,76- 517,250 1,613,160 3,054,050 3,189,270 2,570,590
2 3 4 5 6 7	Tons. 54,899,980  574,059 180,199 1,087,762 1,513,227 2,166,064 1,533,968 3,131,770	70ns. 58,809,349  722,123 222,521 1,177,845 1,845,106 2,319,509 1,514,625 3,173,421	70ns. 61,372,033 659,134 266,061 1,351,872 2,174,642 2,362,597 1,725,705 3,440,903	Tons. 61,395,898 285,252 239,930 1,403,895 2,436,723 2,471,668 1,655,932 3,993,784	1899.  Tons. 63,119,670*  539,851 407,254 1,472,356 2,962,906 2,812,882 2,097,029 4,692,947	Tons. 60,302,653*  535,941 484,934 1,599,072 3,112,715 3,064,328 2,406,765 5,471,614	Tons. 60,599,250 453,766 517,256 1,613,163 3,054,056 3,189,270 2,570,590 4,956,279
2 3 4 5 6 7 8	Tons. 54,899,980  574,059 180,199 1,087,762 1,513,227 2,166,064 1,533,968 3,131,770 69,017	70ns. 58,809,349  722,123 222,521 1,177,845 1,845,106 2,319,509 1,514,625 3,173,421 82,736	1897.  Tons. 61,372,033  659,134 266,061 1,351,872 2,174,642 2,362,597 1,725,705 3,440,903 308,483	Tons. 61,395,898 285,252 239,930 1,403,895 2,436,723 2,471,668 1,655,932 3,993,784 440,595	1899.  Tons. 63,119,670*  539,851 407,254 1,472,356 2,962,906 2,812,882 2,097,029 4,692,947 899,891	Tons. 60,302,653*  535,941 484,934 1,599,072 3,112,715 3,064,328 2,406,765 5,471,614 1,205,260	Tons. 60,599,250 453,766 517,256 1,613,163 3,054,059 3,189,270 2,570,599 4,956,275 929,260
2 3 4 5 6 7 8 9	70ns. 54,899,980 574,059 180,199 1,087,762 1,513,227 2,166,064 1,533,968 3,131,770 69,017 2,012,001	70ns. 58,809,349 722,123 222,521 1,177,845 1,845,106 2,319,509 1,514,625 3,173,421 82,736 2,683,598	70ns. 61,372,033 659,134 266,061 1,351,872 2,174,642 2,362,597 1,725,705 3,440,903 308,483 3,229,489	Tons. 61,395,898 285,252 239,930 1,403,895 2,436,723 2,471,668 1,655,932 3,993,784 440,595 3,647,988	1899.  Tons. 63,119,670*  539,851 407,254 1,472,356 2,962,906 2,812,882 2,097,029 4,692,947 899,891 4,634,663	Tons. 60,302,653* 535,941 484,934 1,599,072 3,112,715 3,064,328 2,406,765 5,471,614 1,205,260 4,839,313	Tons. 60,599,250 453,766 517,261 1,613,16: 3,054,05: 3,189,270 2,570,59: 4,956,27: 929,260 4,608,160
2 3 4 5 6 7 8 9	Tons. 54,899,980  574,059 180,199 1,087,762 1,513,227 2,166,064 1,533,968 3,131,770 69,017 2,012,001 211,605	70ns. 58,809,349  722,123 222,521 1,177,845 1,845,106 2,319,509 1,514,625 3,173,421 82,736 2,683,598 248,102	70ns. 61,372,033 659,134 266,061 1,351,872 2,174,642 2,362,597 1,725,705 3,440,903 308,483 3,229,489 256,578	Tons. 61,395,898 285,252 239,930 1,403,895 2,436,723 2,471,668 1,655,932 3,993,784 440,595 3,647,988 321,791	1899.  Tons. 63,119,670*  539,851 407,254 1,472,356 2,962,906 2,812,882 2,097,029 4,692,947 899,891 4,634,663 448,465	Tons. 60,302,653* 535,941 484,934 1,599,072 3,112,715 3,064,328 2,406,765 5,471,614 1,205,260 4,839,313 669,307	Tons. 60,599,250 453,76- 517,250 1,613,16: 3,054,059 3,189,270 2,570,59 4,956,279 929,260 4,608,160 644,84
2 3 4 5 6 7 8 9 9	Tons. 54,899,980  574,059 180,199 1,087,762 1,513,227 2,166,064 1,533,968 3,131,770 69,017 2,012,001 211,605 1,312,981	70ns. 58,809,349 722,123 222,521 1,177,845 1,945,106 2,319,509 1,514,625 3,173,421 82,736 2,683,598 248,102 1,334,253	70ns. 61,372,033 659,134 266,061 1,351,872 2,174,642 2,362,597 1,725,705 3,440,903 308,483 3,229,489 256,578 1,452,567	7ons. 61,395,898 285,252 239,930 1,403,895 2,436,723 2,471,668 1,655,932 3,993,784 440,595 3,647,988 321,791 1,355,826	1899.  Tons. 63,119,670*  539,851 407,254 1,472,356 2,962,906 2,812,882 2,097,029 4,692,947 899,891 4,634,663 448,465 1,988,475	7ons. 60,302,653* 535,941 484,934 1,599,072 3,112,715 3,064,328 2,406,765 5,471,614 1,205,260 4,839,312 669,307 2,693,776	Tons. 60,599,250 453,764 517,256 1,613,160 3,054,050 3,189,270 2,570,59 4,956,279 929,260 4,608,160 644,84 2,783,62
2 3 4 5 6 7 8 9 9 1 2 3	Tons. 54,899,980  574,059 180,199 1,087,762 1,513,227 2,166,064 1,533,968 3,131,770 69,017 2,012,001 211,605 1,312,981 1,303,439	70ns. 58,809,349  722,123 222,521 1,177,845 1,945,106 2,319,509 1,514,625 3,173,421 82,736 2,683,598 248,102 1,334,253 1,522,026	70ns. 61,372,033 659,134 266,061 1,351,872 2,174,642 2,362,597 1,725,705 3,440,903 308,483 3,229,489 256,578 1,452,567 1,856,596	7ons. 61,395,898 285,252 239,930 1,403,895 2,436,723 2,471,668 1,655,932 3,993,784 440,595 3,647,988 321,791 1,355,826 2,072,320	1899.  Tons. 63,119,670*  539,851 407,254 1,472,356 2,962,906 2,812,882 2,097,029 4,692,947 899,891 4,634,663 448,465 1,988,475 2,674,026	7ons. 60,302,653* 535,941 484,934 1,599,072 3,112,715 3,064,328 2,406,765 5,471,614 1,205,260 4,839,315 669,307 2,693,776 2,912,456	7ons. 60,599,250 453,766 517,256 1,613,160 3,054,050 3,189,270 2,570,590 4,956,270 929,260 4,608,160 644,84 2,783,62 3,012,38
2 3 4 5 6 7 8 9 9 1 2 3 4	Tons. 54,899,980  574,059 180,199 1,087,762 1,513,227 2,166,064 1,533,968 3,131,770 69,017 2,012,001 211,605 1,312,981	70ns. 58,809,349 722,123 222,521 1,177,845 1,945,106 2,319,509 1,514,625 3,173,421 82,736 2,683,598 248,102 1,334,253	70ns. 61,372,033 659,134 266,061 1,351,872 2,174,642 2,362,597 1,725,705 3,440,903 308,483 3,229,489 256,578 1,452,567	7ons. 61,395,898 285,252 239,930 1,403,895 2,436,723 2,471,668 1,655,932 3,993,784 440,595 3,647,988 321,791 1,355,826	1899.  Tons. 63,119,670*  539,851 407,254 1,472,356 2,962,906 2,812,882 2,097,029 4,692,947 899,891 4,634,663 448,465 1,988,475	7ons. 60,302,653* 535,941 484,934 1,599,072 3,112,715 3,064,328 2,406,765 5,471,614 1,205,260 4,839,312 669,307 2,693,776	7ons. 60,599,250 453,766 517,261 1,613,16: 3,054,05: 3,189,270 2,570,59' 4,956,27: 929,260 4,608,160 644,84' 2,783,62' 3,012,38: 1,047,05:
2 3 4 5 6	Tons. 54,899,980  574,059 180,199 1,087,762 1,513,227 2,166,064 1,533,968 3,131,770 69,017 2,012,001 211,605 1,312,981 1,303,439 311,596	70ns. 58,809,349  722,123 222,521 1,177,845 1,845,106 2,319,509 1,514,625 3,173,421 82,736 2,683,598 248,102 1,334,253 1,522,026 383,537	70ns. 61,372,033 659,134 266,061 1,351,872 2,174,642 2,362,597 1,725,705 3,440,903 308,483 3,229,489 256,578 1,452,567 1,856,596 596,369	7ons. 61,395,898 285,252 239,930 1,403,895 2,436,723 2,471,668 1,655,932 3,993,784 440,595 3,647,988 321,791 1,355,826 2,072,320 595,188	1899.  Tons. 63,119,670*  539,851 407,254 1,472,356 2,962,906 2,812,882 2,097,029 4,692,947 899,891 4,634,663 448,465 1,988,475 2,674,026 794,367	7ons. 60,302,653* 535,941 484,934 1,599,072 3,112,715 3,064,328 2,406,765 5,471,614 1,205,260 4,839,315 669,307 2,693,776 2,912,456 1,001,307	70ns. 60,599,250 453,764 517,256 1,613,163 3,054,050 3,189,270 2,570,59 4,956,279 929,260 4,608,160 644,84 2,783,62 3,012,38 1,047,05

<sup>\*</sup> In addition to the tennage above stated, the tennage of the British vessels employed by the Government for the conveyance of troops, stores, &c., from and to South Africa that entered and cleared at Ports in the United Kingdom was 383.931 tens in 1899; 1,571,969 tens in 1900, and 1,261,391 tens in 1901.

FOREIGN TRADE OF UNITED KINGDOM, DISTINGUISHING NATIONALITIES—continued.

TABLE, No. 2.—Tonnage of Sailing and Steam Vessels of different Nationalities

for a series

# 2. With Cargoes only.

## (a) Sailing and Steam Vessels.

NATIONALITY.		1840.	1850.	1860.	1870.	1880.	1890.	
British Ships		Tons. 5,216,159	Tons. 8,039,308	Tons. 12,119,454	Tons. 22,243,039	Tons. 35,885,868	Tons. 46,406,250	L
FOREIGN SHIPS:-				<u> </u>	<u> </u>	<u>'</u>	<u> </u>	
American (U.S.)		829,052	1,215,225	2,734,381	1,134,215	882,277	272,735	2
Austro-Hungarian -				316,511	356,701	260,923	100,914	3.
Belgian		77,015	71,775	112,537	305,384	461,078	696,121	4
Danish	. :	199,839	285,263	618,681	623,798	1,158,572	1,485,616	5
Dutch - · ·		115,544	240,444	445,556	436,214	1,049,377	1,768,904	6.
French		196,677	369,624	616,410	785,658	1,133,630	1,271,181	7.
German		. • .		1,797,747	1,433,595	2,576,819	3,354,754	8
Italian			. * -	275,688	811,903	884,206	364,321	9-
Norwegian		169,842	331,664	948,212	1,975,575	2,914,407	3,792,739	10
Russian		105,348	163,254	242,673	538,443	470,336	456,621	11
Spanish		15,228	46,328	128,181	293,800	584,721	1,154,290	12:
Swedish		52,563	125,649	366,700	591,985	1,310,707	1,448,559	13-
Other Countries -		520,566	1,132,140	115,187	94,370	106,029	<b>263,07</b> 0	14
TOTAL FOREIGN		2,281,674	3,981,366	8,718,464	9,381,641	13,793,082	16,429,825	15
Total British Foreign	dra E	7,497,833	12,020,674	20,837,918	31,624,680	49,678,950	62,836,075	16-
Proportion per cent. of B to Total Tonnage	BITISH }	69-6	66.9	58-2	70:3	72-2	73-9	17.

## \* Included in "Other Countries."

## (b) Steam Vessels only.

<del>-</del> · · · · · · · · · · · · · · · · · · ·		<del>,</del>				
NATIONALITY.	1860.	1870.	1880.	1890.	1895.	
BRITISH SHIPS ,	Tons. 3,976,852	Tons. 11,825,002	Tons. 27,052,131	Tons. 42,127,266	Tons. 46,622,721	1
FOREIGN SHIPS: -	<del></del>	<u> </u>	<u> </u>			-
American (U.S.)	8,809	4,852	139,070	108,558	573,979	2
Austro-Hungarian	300	6,704	- None -	36,833	148,861	3
Belgian	<b>58,849</b>	288,095	457,338	692,994	931,239	4
Danish	29,652	92,561	536,417	1,029,044	1,160,301	5
Dutch	122,838	161,062	875,774	1,645,283	2,080,578	6-
French · · · ·	42,699	206,602	552,758	984,550	1,160,163	7
German	344,959	399,673	1,149,645	2,523,635	2,335,839	8
Italian	432	3,765	7,796	67,319	56,470	<b>y</b> -
Norwegian	18,115	27,952	138,276	917,105	1,588,960	10
Russian	20,717	98,561	49,697	145,218	187,979	11
Spanish	37,088	180,119	518,726	1,114,086	1,123,912	12
Swedish	16,165	62,556	593,175	826,692	1,141,261	13
Other Countries · · ·	27,541	19,138	53,253	287,177	210,511	14
TOTAL FOREIGN	728,164	1,551,640	5,071,925	10,328,494	12,700,053	15
Total British and Foreign	4,705,016	13,376,642	32,124,056	52,455,760	59,322,774	16
PROPORTION PER CENT. OF BRITISH TO TOTAL TONNAGE	84.2	88.4	84-2	80:3	78-6	17

Foreign Trade of United Kingdom distinguishing Nationalities—contd.

Entered and Cleared in the Foreign Trade at Ports in the United Kingdom of years.

## 2. With Cargoes only.

## (a) Sailing and Steam Vessels.

	1895.	1896.	1897.	1898.	1899.	1900.	1901.
1	Tons. 49,925,555	Tons. 52,355,651	Tons. 53,440,953	Tons. 53,131,169	Tons. 54,421,644	Tons. 52,332,155	Tons. 52,956,027
2	649,254	747,688	686,279	297,087	555,117	548,186	476,661
3	171,640	193,610	226,500	184,481	287,516	331,364	350,618
4	932,413	968,664	1,053,647	1,088,606	1,167,126	1,294,410	1,336,385
5	1,529,770	1,789,356	1,917,944	2,030,933	2,388,052	2,454,537	2,441,515
6	2,198,172	2,293,295	2,312,582	2,331,563	2,572,315	2,754,228	2,903,500
7	1,390,261	1,376,682	1,594,550	1,497,017	1,895,326	2,027,654	2,187,391
8	2,935,749	2,868,803	3,042,043	3,408,690	3,785,898	4,361,507	3,898,291
9	260,235	221,658	353,606	440,418	813,643	1,041,354	832,619
10	3,954,484	4,395,254	4,796,161	4,950,270	5,599,909	5,700,197	5,222,099
11	545,549	586,425	583,769	657,158	751,542	992,022	915,132
12	1,136,220	1,140,573	1,264,022	1,176,518	1,585,435	2,236,992	2,286,063
13	1,769,801	1,951,542	2,178,231	2,305 <sup>Z</sup> 98	2,752,234	2,988,239	2,997,764
14	231,556	293,686	494,140	478,768	638,439	795,299	851,475
15	17,705,104	18,827,236	20,503,474	20,847,277	24,792,552	27,525,989	26,699,513
16	67,630,659	71,182,887	73,944,427	73,978,446	79,214,196	79,858,144	79,655,540
 17	73.8	73.6	72·3	71.8	68.7	65.5	66.5

## (b) Steam Vessels only.

	18 <b>96</b> .	1897.	1898.	1899.	1900.	1901.
1	Tons. 49,519,209	Tons. 50,746,877	<i>Tons.</i> 50,748,534	Tons. 52,237,317	Tons. 50,226,821	Tons. 51,124,392
2	707,128	645,845	273,883	533,076	531,394	449,380
3	180,892	218,864	179,668	285,791	328,299	347,890
4	967,332	1,053,338	1,087,935	1,166,494	1,292,113	1,333,709
5	1,433,146	1,571,161	1,703,019	2,033,651	2,136,978	2,155,401
6	2,175,275	2,193,525	2,237,501	2,470,331	2,648,473	2,792,454
7	1,159,766	1,332,246	1,249,131	1,599,320	1,745,694	1,830,828
8	2,367,499	2,570,699	3,003,878	3,364,892	3,940,999	3,531,977
9	50,340	191,144	310,027	672,450	881,663	720,405
10	2,042,079	2,500,785	2,812,484	3,527,673	3,657,750	3,602,415
11	208,906	216,572	269,865	368,104	556,433	535,276
12	1,121,980	1,244,992	1,158,437	1,569,710	2,224,885	2,273,029
13	1,300,709	1,560,010	1,716,957	2,142,323	2,356,764	2,433,179
14	278,707	476,694	457,096	617,800	754,634	803,367
15	13,993,759	15,775,875	16,459,881	20,351,615	23,056,079	22,809,310
16	63,512,968	66,522,752	67,208,415	72,588,932	73,282,900	73,933,702
17	78.0	76·3	75-5	72.0	68.5	69·1

TABLE, No. 3.—Tonnage of Sailing and Steam Vessels Entered and Cleared with Cargoes and and British Possessions in each of

	(a) Entran	ices			-
Countries whence Entered.	1892.	1 8 9 3.	1894.	1895.	
Foreign Countries:—	Tons.	Tons.	Tons.	Tons.	
Russia: Northern Ports	1,405,221	1,474,556	1,759,443	1,764,844	1
Southern Ports	509,439	850,572	1,312,607	1,187,177	2
Sweden	1,679,690	1,657,781	1,760,712	1,694,440	3
Norway	1,464,744	1,407,358	1,429,512	1,393,445	4
Denmark (including Iceland and Greenland) -	624,760	609,987	589,304	601,670	5
Germany	3,858,575	3,836,265	3,912,243	4,206,112	6
Holland	3,598,941	3,695,201	4,226,304	4,322,917	7
Belgium	2,371,360	2,491,785	2,806,299	2,865,186	8
France	5,205,673	5,192,568	5,232,382	4,845,290	9
Algeria	176,220	140,492	174,028	179,744	10
Portugal	151,023	148,108	149,004	139,743	111
Spain	2,553,786	2,623,977	2,790,781	2,753,237	12
Italy	326,524	322,739	214,167	213,165	13
Austria-Hungary	46,509	69,250	93,179	86,060	14
Greece	120,508	134,847	147,597	168,456	15
Roumania	260,962	430,286	418,375	213,782	16
Turkish Dominions (except Egypt)	325,666	290,881	261,118	364,570	17
Egypt	441,899	372,349	412,965	418,336	18
Japan	85,098	72,610	18,345	37,696	19
United States of America :	,	, ,,,,,,	10,020	0,,555	10
Ports on the Atlantic	5,831,981	4,829,647	5,150,612	4,966,163	20
Ports on the Pacific	306,406	476,097	376,308	477,829	21
Mexico, Foreign West Indies, and Central	50,576	60,646	75,041	62,251	22
America.	•	1		-	
Chile	259,206	217,192	227,628	231,335	23
Brazil	139,248	158,287	159,557	161,391	24
Argentine Republic Other Countries in South America	449,692 159,389	477,466	717,755	1,138,366	25
	•	206,496	196,578	193,051	26
Other Foreign Countries	563,945 32,967,041	515,036	493,373	470,969	27
TOTAL FOREIGN COUNTRIES	32,807,041	32,762,479	35,105,217	35,157,225	28
BRITISH POSSESSIONS (including Protectorates):					
Channel Islands	421,905	376,524	414,632	391,001	29
Gibraltar, Malta, and Gozo	24,624	14,078	10,267	12,838	<b>30</b>
West Africa	79,977	82,845	116,387	143,134	31
Cape of Good Hope	163,053	240,411	269,988	308,490	32
Natal	94,244	37,740	33,172	31,403	33
British India	1,294,145	1,095,617	1,179,180	1,204,558	34
Australia	513,046	542,719	610,131	702,502	35
New Zealand	259,841	231,497	239,741	249,710	36
Dominion of Canada	1,561,593	1,461,232	1,435,261	1,380,451	37
Newfoundland and Coast of Labrador	30,754	26,557	35,591	49,609	38
British West India Islands	103,034	96,797	118,974	106,599	39
Other Possessions	159,647	173,442	249,478	264,171	40
TOTAL BRITISH POSSESSIONS	4,705,863	4,379,459	4,712,802	4,844,466	41
TOTAL FOREIGN COUNTRIES AND BRITISH POSSESSIONS	37,672,904	37,141,938	39,818,019	40,001,691	42

in Ballast at Ports in the UNITED KINGDOM from and to each of the Principal Foreign Countries the Years 1892-1901.

- - - (a) Entrances.

	<del></del>					
	1896.	1897.	1898.	1899.	1900.	1901.
j	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1	1,809,889	1,784,327	1,700,423	1,836,052	1,994,830	1,940,948
2	844,667	632,723	629,034	597,748	525,103	551,815
3	1,828,201	1,868,367	1,855,786	2,069,112	2,030,758	1,879,181
4	1,502,105	1,631,326	1,608,794	1,770,021	1,697,536	1,741,725
5	601,820	729,018	936,748	1,159,365	960,470	910,237
3	4,103,627	4,557,693	4,419,843	5,187,608	5,198,852	5,099,131
7	4,785,582	5,102,450	4,766,266	5,415,668	5,697,040	5,528,816
8	3,072,741	3,257,767	3,304,103	3,696,768	3,728,683	3,823,243
9	5,037,7 <b>6</b> 8	5,531,619	5,793,714	5,833,804	6,463,160	6,094,660
10	172,101	223,508	240,560	241,476	204,584	210,799
11	136,743	159,881	149,623	235,690	242,190	245,324
12	3,218,027	3,379,259	3,145,009	3,842,812	3,539,317	3,127,159
13	281,315	<b>33</b> 5, <b>64</b> 8	370,600	595,722	604,357	420,314
14	85,323	103,328	90,713	102,098	89,595	121;873
15	198,912	213,718	195,385	206,156	189,409	183,665
16	282,587	235,383	261,808	217,663	126,246	374,216
17	335,355	314,016	248,656	- 233,632	270,382	351,382
18	390,005	403,831	424,313	464,245	420,651	415,452
19	65,403	92,680	299,752	257,960	315,134	298,255
20	6,018,920	6,729,660	6,881 810	6,805,885	6,923,881	7,190,183
21	418,452	433,102	322,064	268,496	439,111	376,274
22	92,843	89,082	118,990	138,751	94,180	89,134
23	256,807	211,118	214,179	227,260	217,906	187,539
24	213,789	224,606	142,179	130,238	183,706	168,545
25	1,183,523	781,910	1,050,843	1,252,664	1,205,126	861,406
26	181,304	178,925	195,634	190,290	171,761	191,858
27	469,850	474,921	423,387	500,101	475,087	589,898
28    -	37,587,659	39,679,866	39,790,216	43,477,285	44,009,055	42,973,032
· ·	430,589	454,937	467,897	423,811	406,418	408,694
29 20	11,864	11,745	36,051	36,035	19,821	51,722
30	129,253	134,978	130,566	157,455	158,113	169,356
31   32	275, <b>36</b> 0	358,523	34,280	72,554	125,910	338.378
33	98,404	93,576	328,045	271,997	358,514	235,317
34	1,016,841	1,007,621	1,319,935	1,260,195	1,049,295	1,181,933
35	594,118	579,375	541,119	755,301	738,654	904,263
so ∤ 36 ∤	224,446	236,998	234,488	258,147	241,391	278,486
17	1,668,691	2,012,748	2,021,374	1,916,794	1,915,044	1,765,035
18	30,293	48,790	38,998	72,281	20,580	63,207
19	107,445	75,260	63,919	.77,071	62,637	113,876
0	302,496	228,912	118,456	96,992	117,374	117,717
1	4,889,800	5,243,463	5,335,128	5,398,633	5,213,751	5,627,984
=						<u> </u>
2	42,477,459	44,923,329	45,125,344	48,875,918*	49,222,806*	48,601,016

<sup>\*</sup> See note (\*) on page 7. B 2

TABLE, No. 3.—Tonnage of Sailing and Steam Vessels Entered and Cleared with Cargoes and and British Possessions in each of

	(b) Clearan	ices		<b>-</b>	-
COUNTRIES TO WHICH CLEARED.	1892.	1893.	1894.	1895.	
Foreign Countries:—	Tons.	Tons.	Tons.	Tons.	
Russia: Northern Ports	1,293,853	1,527,354	1,619,874	1,547,739	1
Southern Ports	222,495	272,390	294,374	250,694	2
Sweden	1,519,855	1,495,768	1,630,379	1,578,800	3
Norway · · · · · ·	1,431,046	1,359,439	1,471,159	1,432,289	4
Denmark (including Iceland and Greenland)	1,241,339	1,223,940	1,251,140	1,343,345	: 5
Germany · · · ·	3,639,444	3,632,169	3,749,554	3,939,097	6
Holland	2,128,952	2,069,211	2,172,743	2,156,203	; <b>7</b>
Belgium	1,624,184	1,598,367	1,716,285	1,872,877	8
France	4,526,562	4,297,822	4,432,516	4,543,836	9
Algeria	162,802	166,128	214,517	217,691	10
Portugal · · · · · ·	357,575	338,600	376,430	360,006	11
Spain	1,504,275	1,698,166	1,865,421	1,832,376	12
Italy	2,279,904	2,325,770	2,720,818	2,573,082	13
Austria-Hungary	159,907	183,343	181,194	199,198	14
Greece	150,574	121,130	189,520	181,253	15
Roumania	185,934	218,549	222,808	220,796	16
Turkish Dominions (except Egypt)	<b>3</b> 63, <b>2</b> 57	495,310	548,861	482,413	17
Egypt	938,300	843,264	956,886	945,769	18
Japan	47,080	83,401	130,273	136,858	19
United States of America:			i		
Ports on the Atlantic	4,804,932	4,324,279	4,831,562	4,301,125	20
Ports on the Pacific	243,534	256,957	184,034	<b>334</b> ,702	21
Mexico, Foreign West Indies, and Central America.	432,930	365,455	390,577	389,947	22
Chile	327,944	320,941	390,889	424,961	23
Brazil	855,010	803,664	927,491	944,108	24
Argentine Republic	628,344	602,405	735,766	735,138	25
Other Countries in South America	386,326	438,348	460,933	489,888	36
Other Foreign Countries TOTAL FOREIGN COUNTRIES	762,162 32,218,520	755,112 31,817,282	34,509,766	915,257 34,349,448	27 28
BRITISH POSSESSIONS (including Protectorates):	02,210,020	01,011,202	1	1 01,010,110	-
Channel Islands	373,842	367,118	408,226	391,457	29
Gibraltar, Malta, and Gozo	389,638	400,600	459,346	427,889	30
West Africa	102,217	104,394	136,446	151,870	31
Cape of Good Hope	396,248	381,242	409,541	457,218	32
Natal	176,400	176,959	193,580	214,420	33
British India	1,384,529	1,253,514	1,530,024	1,485,483	34
Australia	725,260	603,071	702,196	717,532	35
New Zealand	125,922	140,086	159,854	138,764	36
Dominion of Canada	1,211,881	1,188,405	1,149,906	1,109,343	37
Newfoundland and Coast of Labrador	42,793	46,673	63,246	<b>63,3</b> 59	38
British West India Islands	291,974	273,854	281,856	266,896	39
Other Possessions	755,027	737,711	714,353	763,804	40
Total British Possessions	5,975,731	5,673,627	6,208,574	6,188,035	-    41
Total Foreign Countries and British Possessions }	38,194,251	37,490,909	40,718,340	40,537,483	42

in Ballast at Ports in the United Kingdom from and to each of the Principal Foreign Countries the Years 1892–1901—continued.

- - - (b) Clearances.

	1896.	1897.	1898.	1899.	1900.	1901.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1	1,644,579	1,735,329	1,822,235	2,310,852	2,166,315	1,866,637
2	231,159	239,464	350,606	460,822	493,846	391,218
3	1,713,814	1,798,705	1,851,401	2,137,880	2,161,168	2,056,082
4	1,480,231	1,554,071	1,487,593	1,560,123	1,584,879	1,569,778
5	1,361,366	1,486,068	1,486,107	1,480,324	1,517,962	1,548,547
6	4,118,810	4,336,213	4,304,473	4,448,880	4,867,669	4,673,578
7	2,414,473	2,502,477	2,439,124	2,807,565	3,101,172	2,747,321
8	1,982,470	2,077,537	2,223,787	2,351,593	2,530,931	2,421,703
9	4,798,096	5,166,690	5,243,715	5,890,513	6,502,624	5,838,096
lo	223,229	258,345	256,556	261,337	271,952	243,996
11	365,743	362,303	369,391	374,707	365,542	365,858
12	2,046,639	1,849,892	1,555,294	2,081,678	1,694,898	1,790,531
13	2,456,198	2,719,467	2,634,704	3,034,745	2,914,914	3,116,894
14	197,564	251,312	255,907	252,098	235,725	229,602
15	181,458	198,675	186,418	234,470	177,746	259,498
16	218,117	236,589	204,458	166,797	81,378	135,484
17	462,426	478,426	368,940	360,992	319,099	317,221
18	1,057,557	1,094,539	1,126,328	1,195,467	1,062,926	1,154,046
19	243,825	249,217	413,906	423,328	479,670	442,689
20	5,233,669	5,996,773	6,854,261	6,280,856	6,207,612	6,676,388
21	122,155	147,204	135,374	149,195	90,059	183,263
22	405,261	436,152	305,894	343,455	314,556	244,949
23	347,349	322,029	363,096	372,053	332,344	379,301
24	1,040,099	975,700	817,249	798,247	747,660	693,998
25	799,799	655,507	864,760	983,003	857,335	981,495
26	471,848	453,234	531,788	512,507	457,883	546,482
27	1,040,697	1,153,869	1,302,099	1,461,467	1,524,592	1,443,042
8	36,658,631	38,735,787	39,755,464	42,737,954	43,062,457	42,317,697
29	427,611	446,349	449,821	412,881	407,070	384,262
30	375,079	470,101	474,271	415,468	471,642	407,389
31	155,161	151,989	156,733	172,930	170,353	191,683
32	633,361	571,362	272,909	424,300	476,739	637,082
33	251,868	325,743	228,127	259,118	482,203	361,006
34	1,325,072	1,137,901	1,217,821	1,265,019	986,082	1,131,992
15	687,919	755,819	671,647	712,998	782,715	842,365
36	158,344	131,401	209,175	216,572	221,879	239,124
7	1,331,959	1,537,050	1,664,962	1,564,537	1,558,220	1,511,439
8	49,382	94,922	63,433	81,182	61,343	55,643
9	243,486	239,498	141,118	125,911	121,463	157,799
0	687,090	677,612	533,141	518,099	498,721	512,516
1	6,326,332	6,539,747	6,083,158	6,169,015	6,238,430	6,432,300
2	42,984,963	45,275,534	45,838,622	48,906,969*	49,300,887*	48,749,997*

<sup>\*</sup> See note (\*) on page 7.

## TRADE OF UNITED KINGDOM WITH THE UNITED STATES.

TABLE, No. 4.—Tonnage of Sailing and Steam Vessels of British, United States, and other Nationalities Entered and Cleared with Cargoes and in Ballast at Ports in the United Kingdom in the Trade with the United States, in each of the Years 1853-1901.

	YEA	.RS.		British Vessels.	United States Vessels.	VESSELS OF OTHER COUNTRIES.	Total.
				Tons.	Tons.	Tons.	Tons.
1853	-	-	-	912,038	1,622,512	94,737	2,629,287
1854	-	-	-	780,142	1,908,004	89,937	2,778,083
1855	-	-	-	482,2 <b>9</b> 8	1,896,817	51,501	2,430,616
1856	-	-	-	715,004	2,252,541	87,513	3,055,058
1857	-	-	- :	690,442	1,878,378	62,985	<b>2,631,805</b>
858	-	-	- i	602,727	1,901,037	111,516	2,615,280
859	-	-	-	823,0 <b>9</b> 1	1,703,792	125,357	2,652,240
860	-	-	-	1,025,922	2,339,101	178,134	3,543,157
861	-	-	-	1,149,554	2,288,725	275,346	3,713,625
862	•	-	-	941,773	1,743,654	366,055	3,051,482
863	-	-	- j	1,196,261	949,677	337,676	2,483,614
864	-	-	- !	1,261,166	680,654	197,263	2,139,083
865	-	-	-	1,246,280	487,339	158,772	1,892,391
866	-	-	- i	1,868,704	747,629	317,740	2,934,073
867	-	-	-	2,033,105	769,975	294,275	3,097,355
868	-	-	-	2,137,990	729,365	370,371	3,237,726
869	-	-	- ;	2,505,581	681,623	381,278	3,568,482
870	-	-	- 1	2,675,396	832,628	299,585	3,807,609
.871	-	-	-	3,461,079	1,152,267	653,232	5,266,578
872	-	-	-	3,623,527	541,954	917,997	5,083,478
1873	-	-	-	3,912,827	686,891	1,455,233	6,054,951
1874	-	-	-	3,900,553	766,518	1,648,429	6,315,500
1875	-	-	- 1	3,983,380	794,771	1,364,339	6,142,490
1876	-	-	-	4,504,919	1,072,630	2,045,302	7,622,851
1877	-	-	-	4,632,322	902,836	1,951,984	7,487,142
1878	•	-	- '	5,948,855	833,473	2,224,516	9,006,844
1879	-	-	-	7,016,255	692,239	1,747,967	9,456,461
1880	•	-	-	7,613,795	653,858	1,816,075	10.083,728
1881	-	-	-	7,263,171	648,636	1,439,612	9,351,419
1882	-	-	-	6,453,268	545,982	1,110,100	8,118,738
1883	-	-	- 1	7,111,428	472,902	1,190,038	8,774,368
1884	-	-	-	6,815,336	307,970	897,419	8,020,725
1885	-	-	- 1	7,011,800	409,337	888,103	8,309,240
1886	-	-	-	7,328,181	322,396	733,397	8,383,964
1887	-	-	-	7,415,454	257,309	620,224	8,292,987
888	-	-	- '	6,834,021	190,146	555,859	7,580,026
1889	-	-	-	7,863,575	264,819	654,442	8,782,836
1890	-	-	-	8,219,872	259,965	849,883	9,329,720
1891	-	-	-	8,752,190	252,158	904,665	9,909,013
1892	-	-	- i	9,971,550	187,190	1,028,113	11,186,853
1893	-	-	-	8,663,043	452,847	771,090	9,886,980
1894	-	-	-	9,203,793	491,337	,	10,542,516
1895	•	-	-	8,571,809	618,201	889,809	10,079,819
1896	-	-	-	10,038,052	750,899	1,004,245	11,793,196
1897	-	-	- }	11,467,317	690,839	1,148,583	13,306,739
1898	-	•	- '	12,567,095	302,706	1,323,708	14,193,509
1899	-	•	-	11,721,687	548,981	1,233,764	13,504,432
1900	-	-	-	11,640,114	549,025	1,471,524	13,660,663
1901	-	-	- 1	12,626,874	479,464	1,319,770	14,426,108

## TRADE OF UNITED KINGDOM WITH BRITISH POSSESSIONS.

TABLE, No. 5.—Tonnage of Sailing and Steam Vessels of British and Foreign Nationality Entered and Cleared with Cargoes and in Ballast at Ports in the United Kingdom in the Trade with British Possessions, in each of the Years 1851–1901, distinguishing separately the trade with British North America.

1851 1852 1853 1854	BRITISH VESSELS. Tons. 3,392,076 3,282,241 3,448,144	FOREIGN VESSELS. Tons. 282,949	Total.	British Vessels.	Foreign Vessels.	TOTAL.
1852 1853	3,392,076 3,282,241		Tone			
1852 1853	3,282,241	282.949	Tons.	Tons.	Tons.	Tons.
1853			3,675,025	1,461,443	128,408	1,589,851
	3,448,144	357,835	3,640,076	1,306,185	168,441	1,474,626
1854		585,507	4,033,651	1,316,285	255,301	1,571,586
	4,070,217	568,580	4,638,797	1, <b>64</b> 1,190	278,654	1,919,844
1855	3,404,562	565,162	3,969,724	1,000,034	186,693	1,186,727
1856	3,990,161	636,989	4,627,150	1,402,682	222,145	1,624,827
1857	4,291,108	858,768	5,149,876	1,473,121	305,618	1,778,739
1858	4,017,450	698,372	4,715,822	1,322,415	236,638	1,559,053
1859	4,076,907	794,855	4,871,762	1,268.401	317,293	1,585,694
1860	4,335,862	733,398	5,069,260	1,595,483	251,455	1,846,938
1861	4,818,211	1,033,482	5,851,693	1,867,378	555,369	2,422,747
1862	4,874,382	586,968	5,461,350	1,801,221	191,698	1,995,919
1863	5,430,565	682,655	6,113,220	2,013,427	264,493	2,277,920
1864	5,278,491	551,680	5,830,171	1,653,473	229, <b>995</b> ·	1,883,468
1865	5,219,950	434,918	5,654,868	1,770,637	194,666	1,965,303
1866	5,370,692	485,090	5,855,782	1,775,940	224,347	2,000,287
1867	5,275,469	502,920	5,778,389	1,586,354	175,580	1,761,934
1368	5,335,711	572,885	5,908,596	1,652,724	259,015	1,911,739
1869	5,260,551	570,781	5,831,332	1,645,803	297,076	1,942,879
1870	5,495,050	548,978	6,044,028	1,799,514	261,773	2,061,287
1871	5,939,377	597,877	6,537,254	1,871,294	280,369	2,151,663
1872	6,130,130	794,112	6,924,242	1,971,350	395,166	2,366,516
1873	6,287,061	943,418	7,230,479	1,986,605	531,030	2,517,635
1874	6,746,682	1,082,876	7,829,558	2,146,872	604,721	2,751 593
1875	6,574,456	1,019,932	7,594,388	1,742,070	511,682	2,253,752
1876	7,278,411	1,210,158	8,488,569	2,101,149	709,278	2 810,427
1877	7,856,998	1,135,472	8,992,470	2,493,076	608,638	3,101,714
1878	7,095,612	913,768	8,009,380	2,003,062	497,716	2,500.778
1879	7,285,663	855,890	8,141,553	1,923,922	478,627	2,402,549
1880	8,264,595	1,167,542	9,432,137	2,412,458	679,547	3,092,005
1881 .	8,304,174	1,163,036	9,467,210	2,011,047	596,897	2,607,944
1882	8,482,818	1,265,463	9,748,281	1,712,862	576,360	2,289,222
1883	9,132,131	1,443,437	10,575,568	2,086,439	712,122	2,798,561
1884	8,531,862	1,280,321	9,812,183	1,599,525	647,306	2,246,831
1885	9,004,767	1,255,834	10,260,601	1,719,911	673,987	2,393,898
1886	8,647,801	1,132,924	9,780,725	1,750,794	660,911	2,411,705
1887	8,439,815	1,092,523	9,532,338	1,602,485	638,861	2,241 346
1888	8,878,718	1,097,631	9,976,349	1,528,886	600,433	2,129,319
1889	9,211,059	1,214,279	10,425,338	1,848,049	723,445	2,571,494
1890	9,137,840	1,329,723	10,467,563	1,794,755	816,926	2,611,681
1891	9,387,614	1,127,528	10,515,142	1,798,567	603,251	2,401,818
1892	9,400,583	1,281,011	10,681,594	2,056,152	790,869	2,847,021
1893	8,985,434	1,067,652	10,053,986	2,086,921	635,946	2,722,867
1894	9,745,376	1,176,000	10,921,376	2,041,865	642,139	2,684,004
1895	10,000,120	1,032,381	11,032,501	2,043,104	559,658	2,602,762
1896	10,139,289	1,076,843	11,216,132	2,468,952	611,373	3,080,325
1897	10,769,109	1,014,101	11,783,210	3,121,284	572,226	3,693,510
1898	10,399,989	1,018,297	11,418,286	3,199,209	589,558	3,788,767
1899	10,427,579	1,140,069	11,567,648	<b>3</b> ,046,803	587,991	3,634,794
1900 1901	10,226,921 10,866,555	1,225,260 1,193,729	11,452,181 12,060,284	$egin{array}{ccc} 2,911,867 \ 2,831,177 \end{array}$	643,320 564,147	3,555,187 3,395,324

## FOREIGN TRADE OF PRINCIPAL PORTS IN THE UNITED KINGDOM.

TABLE, No. 6.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and in Ballast in the Foreign Trade at the Principal Ports of the United Kingdom in each of the years 1899–1901.

PORTS.				1			l		
	Sailing Vessels.	Steam Vessels.	Total.	Sailing Vessels.	Steam Vessels.	Total.	Sailing Vessels.	Steam Vessels.	Total.
		<u>,                                      </u>	<i></i>	(a)	Entrances.	<del>"</del>	•	1	
England and Wales :—	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Blyth	<b>26,9</b> 10	962,594	989,504	21,285	953,000	974,285	17,323	866,754	884,077
Cardiff	385,824	4,807,419	5,193,243	<b>326,556</b>	4,805,967	5,132,523	283,296	4,670,684	4,953,98
Dover	12,497	969,565	982,062	12,425	960,649	973,074	15,044	940,428	955,47
Hull	195,598	2,313,664	2,509,262	257,680	2,408,918	2,666,598	204,262	2,256,568	2,460,83
Liverpool	345,653	5,806,534	6,152,187	<b>328</b> ,639	5,672,924	6,001,563	278,493	6,186,660	<b>6,465,</b> 15
London	<b>8</b> 31, <b>46</b> 8	8,606,482	9,437,950	791,204	8,789,650	9,580,854	778 <b>,323</b>	9,214,430	9,992,75
Middlesbrough	33,219	1,053,948	1,087,167	42,379	1,053,751	1,096,130	28,288	827,310	855,59
Newport	68,556	1,127,590	1,196,146	72,301	1,019,767	1,092,068	60,654	845,577	906.23
Southampton	29,831	1,616,249	1,646,080	30,669	1,583,244	1,613,913	27,393	1,617,773	1,645,16
Sunderland	74,218	763,824	838,042	91,351	708,676	800,027	59,734	821,178	880,91
Swansea	92,603	811,178	903,781	87,413	930,735	1,018,148	132,300	742,283	874,58
Tyne Ports* · ·	299,729	3,421,002	3,720,731	267,704	3,629,438	3,897,142	282,251	3,549,303	3,831,55
COTLAND :						[			
Glasgow	74,724	1,385,976	1,460,700	52,333	1,399,690	1,452,023	48,958	1,509,343	1,558,30
Kirkcaldy	78,435	662,697	741,132	84,053	701,587	785,640	63,784	673,357	737,14
Leith	64,296	904,186	968,482	59, <del>444</del>	995,847	1,055,291	52,177	971,492	1,023,66
ELAND:—								ŀ	l
Belfast	33,022	381,328	414,350	36,111	399,869	435,980	26,240	421,615	447,85
Dublin	53,011	196,149	249,160	56,830	172,844	229,674	48,702	183,551	232,25
				(	b) Clearand	es.			
ngland and Wales : -	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
	56,239	1,507,326	1,563,565	55,405	1,457,527	1,512,932	33,445	1,392,473	1,425,91
Blyth Cardiff	606,952	7,620,160	8,227,112	539,132	7,097,585	7,636,717	<b>530,</b> 118 .	7,252,959	7,783,07
Dover	12,193	1,006,976	1,019,169	8,688	955,788	964,476	8,830	941,617	950,44
Hull	164,014	1,911,907	2,075,921	216,061	2,058,076	2,274,137	138,666	1,825,860	1,964,52
T.imanl	366,954	5,298,859	5,665,813	368,112	5,298,033	5,666,145	305,189	5,865,883	6,171,07
London	684,014	6,407,111	7,091,125	669,319	6,450,354	7,119,673	631,477	6,651,415	7,282,89
Middlesbrough -	38,266	973,976	1,012,242	40,567	841,589	882,156	33,308	677,271	710,57
Newport	80,599	1,572,152	1,652,751	82,184	1,429,199	1,511,383	72,601	1,364,889	1,437,49
Southampton -	29,320	1,447.043	1,476,373	28,480	1,367,006	1,395,486	25,027	1,392,528	1,417,53
Sunderland	78,376	1,032,658	1,111,034	102,208	1,057,697	1,159,905	64,852	1,201,391	1,266,24
Swansea - ·	156,653	1,132,656	1,299,309	151,532	1,276,371	1,427,903	186,290	1,203,066	1,389,35
Tyne Ports*	323,404	4,204,977	4,528,381	353,834	4,540,323	4,894,157	334,677	4,505,579	4,840,25
COTLAND:-	020, XV 2	-,,,	2,020,001		2,020,020	_,,	,-,,	.,,	,,
Glasgow	93,098	2,059,136	2,152,234	76,523	2,153,051	2,229,574	77,927	2,189,662	2,267,58
Kirkcaldy -	126,823	942,531	1,069,354	151,431	1,102,362	1,253,793	108,027	1,055,708	1,163,73
Leith	58,570	768,674	827,244	63,403	918,906	982,309	56,561	865 524	922,08
RELAND:	00,010	, 55,0, 2	,	55,200	123,000	,	,	,	
Belfast	30,847	234,190	265,037	26,899	222,871	249,770	20,128	206,040	226,16
Dublin	22,853	54,939	77,792	41,744	106,961	148,705	22,970	110,658	133,62

Norg.—Vessels employed by His Majesty's Government in the conveyance of troops, stores, etc., from and to South Africa are not included in the above statement.

<sup>\*</sup> Newcastle, North Shields and South Shields.

## PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES.

Foreign Trade, distinguishing National, British, and Other Ships.

TABLE, No. 7.—Tonnage of Sailing and Steam Vessels Entered and Cleared with Cargoes and in Ballast in the Foreign Trade of the Principal Maritime Countries and British Colonies for a series of Years, showing the percentage proportion flying National, British, and Other Flags.

## RUSSIA IN EUROPE.\*

(1.) Sailing Vessels.

VEADO	NA PRICATA Y	DD	OMETAD	mom . r		rtion per to Total	
YEARS.	NATIONAL,	BRITISH.	OTHER.	TOTAL.	NATIONAL	BRITISH	OTHER
	Tons.	Tons,	Tons.	Tons.	Per Cent.	Per Cent.	Per Cent.
1850	_	_	_	-	]	-	
1860		-		_	_		-
1870	-			-	_		ستبرا
1880	383,420	2,663		3,047,382	12.6	87	
1890	227,668	22,084	· 783,812 `	1,033,564	22.0	2.1	75.9
1891	240,020	12,394	799,932	1,052,346	22.8	1.2	76.0
1892 1893	233,902	8,718	671,058	913,678	25·6 21·9	1·0 1·4	73·4 76·7
1894	233,310 250,310	15,240 14,156	817,500 938,530	1,066,050 1,202,996	20.8	1.2	78.0
1895	218,174	10,748	843,816	1,072,738	20.3	1.0	78.7
1896	224,074	16,314	771,656	1,012,044	22.1	1.6	76.3
1897	235,735	13,576	522,694	772,005	30.5	1.8	67.7
1898	240,658	6,775	550,807	798,240	30.1	0.9	69-0
1899	222,472	9,290	517,996	749,758	29.7	1.2	69.1
1900	229,503	6,378	454,059	689,940	33.3	0.9	65.8
1901			ormation not yet				
		(2.)	Steam Vessels	1		1	1
1850	- '	_	_	<b> </b>	_	_	-
1860		_	_	<b>—</b>	1		_
1870	_			··	l —		<u> </u>
1880	751,4 <b>94</b>	6,176	,456	6,927,950	10.8	89	•2
1890	730,590	6,401,486	3,907,348	11,039,424	6.6	58.0	35.4
1891	770,294	5,753,962	4,066,792	10,591,048	7.3	54.3	38-4
1892	816,434	4,487,152	3,102,542	8,406,128	9.7	53.4	36-9
1893	850,088	6,848,234	3,988,094	11,686,416	7.3	58· <b>6</b>	34.1
1894	1,114,708	11,056,572	6,257,654	18,428,934	6.0	60·0 57·6	34·0 35·9
1895 1896	1,171,924 1,367,470	10,4 <b>3</b> ),961 9, <b>3</b> 63,408	6,515,565	18,118,450 17,850,454	6·5 7·7	52.5	39.8
1897	1,324,334	9,176,732	7,119,576 6,809,305	17,310,371	7.7	53·0	39.3
1898	1,554,091	7,805,688	7,313,895	16,673,674	9.3	46.8	43.9
1899	1,621,031	7,275,019	7,720,811	16,616,861	9.7	43.8	46.5
1900	1,432,574	6,290,596	8,466,274	16,189,444	8.8	38.9	52.3
1901			ormation not yet				
		(3.) Saili	ng and Steam	Vessels.			
1850	_				-		
1860	696,234	3,518		4,214,774	16.5	83	
1870	784,006	6,231		7,015,102	11.2	88	
1880	1,134,914	8,840	,418	9,975,332	11.4	88	.6
1890	958,258	6,423,570	4,691,160	12,072,988	7-9	53.2	38.9
1891	1,010,314	5,766,356	4,866,724	11,643,394	8.7	49.5	41.8
1892	1,050,336	4,495,870	3,773,600	9,319,806	11.3	48.2	40.5
1893	1,083,398	6,863,474	4,805,594	12,752,466	8.5	53.8	37.7
1894	1,365,018	11,070,728	7,196,184	19,631,930	7.0	56.4	36.6
1895	1,390,098	10,441,709	7,359,381	19,191,188	7.2	54.4	38.4
1896	1,591,544	9,379,722	7,891,232	18,862,498	8.4	49.7	41.9
1897 1898	1,560,069	9,190,308	7,331,999	18,082,376	8.6	50.8	40.6
1899	1,794,749 1,843,503	7,812,463 7,284,309	7,864,702	17,471,914	10.3	44.7	45·0 47·4
1900	1,662,077	6,296,974	8,238,807 8,920, <b>333</b>	17,366,619 16,879,384	10·6 9·9	42·0 37·3	52.8
1300	_,,00_,011	0,200,012	0,020,000	10,010,001		0.0	

<sup>\*</sup> Including the Caucasian Ports of the Black Sea in and after the year 1894.

<sup>†</sup> Provisional figures.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued.

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

TABLE, No. 7.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and for a series of Years, showing the percentage proportion

## NORWAY.

## (1.) Sailing Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.		rtion per to Total.	
	NATIONAL.	i i	O I II Dis		NATIONAL	BRITISH	OTHER
	Tome	/T	(Flame)	Tons.	Per Cent.	Per Cent.	Per Cent.
1850	Tons.	Tons.	Tons.	10718.	Cenu.	C 8741.	C6714.
1860		<u> </u>				<u> </u>	
1870	2,138,322	112,083	485,491	2,735,896	78.2	4.1	17.7
1880	2,262,841	175,083	433,945	2,871,869	78.8	6.1	15.1
1890	1,967,556	156,734	305,233	2,429,523	81.0	6.4	12.6
1891	2,154,165	96,745	306,577	2,557,487	84.2	3.8	12.0
1892	2,104,622	57,046	293,115	2,454,783	85.7	2.3	12.0
1893	1,980,526	57,718	275,846	2,314,090	85.6	2.5	11.9
1894	1,914,885	76,261	284,203	2,275,349	84.2	3.3	12.5
1895	1,762,085	69,386	274,135	2,105,606	83.7	3.3	13.0
1896	1,924,001	60,885	311,935	2,296,821	83.8	2.6	13.6
1897	1,999,072	44,730	316,805	2,360,607	84.7	1.9	13.4
1898 1899	1,908,811	64,162	<b>3</b> 69,88 <b>9</b>	2,342,862	81.5	2·7 2·4	15.8 · 16.2
1900	1,810,407 1,737,915	53,190	361,188 309,274	2,224,785	81·4 82·7	2.6	14.7
	' ' }	54,886	·	2,102,075			<del>/</del>
1901*	1,425,600	385	5,200	1,810,800	78 7	21	·3
		(2.)	Steam Vessel	<b>8.</b>			
1850	_				_	_	_
1860					-		
1870	124,966	262,555	107,624	495,145	25.2	53.0	21.8
1880	454,087	296,896	362,625	1,113,608	40.8	26.6	32.6
1890	1,500,825	624,884	798,898	2,924,607	51.3	21.4	` 27.3
1891	1,747,765	640,243	829,708	3,217,716	54.3	19.9	25.8
1892 1893	1,726,270	697,566	924,595	3,348,431	51·6 54·1	20·8 20·4	27·6
1894	1,887,309 1,697,277	713,339 656,024	890,642 850,362	3,491,290 3,203,663	53.0	20.5	26.5
1895	1,825,953	621,726	785,965	3,233,644	56.5	19.2	24.3
1896	1,989,320	647,720	916,926	3,553,966	56.0	18.2	25.8
1897	2,086,514	689,543	996,653	3,772,710	55.3	18.3	26.4
1898	2,288,447	672,805	993,282	3,954,534	57.9	17.0	25.1
1899	2,408,533	712,539	1,035,031	4,156,103	58.0	17.1	24.9
1900	2,434,117	617,758	1,005,065	4,056,940	60.0	15.2	24.8
1901*	2,664,200	1,65	24,800	4,289,000	62-1	37	·9
		· (3.) Sail	ing and Steam	Vessels.			
1850	1,050,307	13,895	332,743	1,396,945	75.2	1.0	23.8
1860	1,513,369	40,180	476,487	2,030,036	74.5	2.0	23.5
1870	2,263,288	374,638	593,115	3,231,041	70.0	11.6	18.4
1880	2,716,928	471,979	796,570	3,985,477	68.2	11.8	20.0
1890	3,468,381	781,618	1,104,131	5,354,130	64.8	14.6	20.6
1891	3,901,930	736,988	1,136,285	5,775,203	67.6	12.7	19.7
1892	3,830,892	754,612	1,217.710	5,803,214	66.0	13.0	21.0
1893	3,867,835	771,057	1,166,488	5,805,380	66.6	13.3	20.1
1894	3,612,162	732,285	1,134,565	5,479,012	65.9	13.4	20.7
1895	3,588,038	691,112	1,060,100	5,339,250	67.2	13.0	19.8
1896 1897	3,913,321	708, <b>60</b> 5	1,228,861	5,850,787	66·9	12.1	21.0
1898	4,085,586 4,197,258	734,273	1,313,458 1,363,171	6,1 <b>3</b> 3,317 6,297,396	66.7	12·0 11·7	21·4 21·6
1899	4,197,238	736,967 765,729	1,396,219	6,297,396 6, <b>38</b> 0,888	66.1	12.0	21.9
1900	4,172,032	672,644	1,314,3 <b>3</b> 9	6,159,015	67.8	10.9	21.3
1901*	4,089,800	2.01	0,000	6,099,800	67.0	33	•0

<sup>\*</sup> Provisional figures.

## PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued.

Foreign Trade, distinguishing National, British, and Other Ships.

in Ballast in the Foreign Trade of the Principal Maritime Countries and British Colonies flying National, British, and Other Flags—continued.

## SWEDEN.

## (1.) Sailing Vessels.

NATIONAL BRITISH OTHER	YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL		rtion per to Total.	
1850				02	;	MATIONAL	BRITISH	OTHER
1850	<u>*</u>				_			Per ·
1860		Tons.	Tons.	Tons.	Tons.	Cent.	Cent.	Cent.
1870			· —	_	<del>-</del>	<u> </u>	_ <del></del> -	_
1,880		· · —		-		-	ļ <del></del> .	· —
1,286,063								
1891				2,282,621				–
1892								
1893								
1894								
1895								
1896								
1897								
1898								
1899			12,294					
1900			10,000					
(2.) Steam Vessels.  (2.) Steam Vessels.  (2.) Steam Vessels.  (2.) Steam Vessels.  (2.) Steam Vessels.  (2.) Steam Vessels.  (3.) Steam Vessels.								
(2.) Steam Vessels.    1850		1,000,070	10,501	1,291,204	2,001,000		00	401
1850	1301	<del>-;</del>	_		-		_	_
1860	<del></del>		(2.)	Steam Vessels.		·	·	·
1860	1850							·
1870         —							=	/:
1880								l <u> </u>
1890		1 210 423	708 101	1 119 072	3 037 596	39.8	23:3	36.9
1891								
1892								
1893								
1894								
1895								
1896								
1897		3.267.121						
1898								
1899								
1900								
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$								
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$					_	_		_
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$			(3) Sai	ling and Steam	Vessels	1		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	<del></del> 1		(0.) 20.			1		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1850	462,884*	604.0	002*	1,066,886*			
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1860	560,066*	828,	386*	1,388,452*	40.3	59	7
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$						31.8		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$						37.2	13.5	49.3
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$								
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$								
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$								
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$					11,705,414		20.1	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1894					33.8		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1895							
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1896	4,619,682			14,119,804			
1898     5,719,400     1,886,801     7,766,890     15,373,091     37.2     12.3     50.5       1899     6,271,039     1,966,768     8,146,940     16,384,747     38.3     12.0     49.7       1900     7,118,613     1,694,157     8,310,356     17,123,126     41.6     9.9     48.5	1897				14,877,813			49.4
1899   6,271,039   1,966,768   8,146,940   16,384,747   38·3   12·0   49·7   1900   7,118,613   1,694,157   8,310,356   17,123,126   41·6   9·9   48·5	1898		1,886,801		15,373,091		12.3	50.5
1900   7,118,613   1,694,157   8,310,356   17,123,126   41.6   9.9   48.5	1899				16,384,747	38.3		
1901 — — — — — — —					17,123,126	41.6	9.9	
	1901	[	_		_	-	-	_
			<u> </u>	ļ.	·	1		

<sup>\*</sup> With Cargoes only.

# PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued. FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

TABLE, No. 7.—Tonnage of Sailing and Steam Vessels Entered and Cleared with Cargoes and in for a series of Years, showing the percentage proportion

## DENMARK.

## (1.) Sailing Vessels.

YEARS.	NATIONAL.	OTHER.	TOTAL.	Proportion to T	per cen 'otal.
		011111	10 112	NATIONAL.	OTHER
	<i>m</i>	Tons.	Tons.	Per Cent.	Per Cont.
1850	Tons.	1016.	1 0768.	Cenu.	Cent.
1860	_		_	1 =	
1870					
1880	688,387	1,058,234	1,746,621	39.4	60.6
1890	593,237	786,167	1,379,404	43.0	57.0
1891	614,969	843,023	1,457,992	42.2	57.8
1892	591,936	887,864	1,479,800	40.0	60.0
1893	574,681	810,609	1,385,290	41.5	58.5
1894	545,509	835,384	1,380,893	39.5	60.5
1895	518,959	892,910	1,411,869	36.7	63.3
1896	586,331	912,196	1,498,527	39.1	60.9
1897	517,168	1,018,984	1,536,152	33.7	66·3 67·4
1898 1899	525,699 505,455	1,088,126 1,025,856	1,613,825 1,531,311	32·6 33·0	67.0
1900	504,828	1,110,412	1,615,235	31.3	68.7
1901	. —	1,110,412		_	<del>-</del>
		(2) (2)			
· 1		(2.) Steam Vess	els.		-
1850				_	_
1860		i — i		—	
1870			. <del></del>	<b> </b>	
1880	1,663,167	1,051,706	2,714,873	61.3	38.7
1890	4,100,071	2,552,605	6,652,676	61.6	38.4
1891	4,111,218	2,409,182	6,520,400	63.0	37.0
1892	3,934,657	2,483,884	6,418,541	61.3	38.7
1893	3,840,315	2,726,509	6,56 <b>6</b> ,82 <b>4</b> 7,405,091	58·5 55·6	41·5 44·4
1894 1895	4,119,482	3,285,609 2,959,77 <b>7</b>	7,403,031	57·8	42.2
1896	4,054,158 4,878,011	2,942,320	7,820,331	62.4	37.6
1897	5,407,868	3,617,962	9,025,830	59.9	40.1
1898	5,990,829	3,600,222	9,591,051	62.5	37.5
1899	6,103,710	3,687,071	9,790,781	62.3	37.7
1900	6,106,444	4,031,888	10,138,332	60.2	39.8
1901	<i>'</i> —	, <u> </u>	-	-	
	(3.)	Sailing and Steam	Vessels.		
1850		_			
1860			_	_	
1870		_		-	
1880	2,351,554	2,109,940	4,461,494	52.7	47.3
1890	4,693,308	3,338,772	8,032,080	58.4	41.6
1891	4,726,187	3,252,205	7,978,392	59.2	40.8
1892	4,526,593	3,371,748	7,898,341	57.3	42.7
1893	4,414,996	3,537,118	7,952,114	55·5 53·1	44.5
1894	4,664,991	4,120,993	8,785,984 8,425,804	54.3	46·9 45·7
1895	4,573,117	3,852,687 3,854,516	9,318,858	58.6	41.4
1896 1897	5,464,342 5,925,036	4,636,946	10,561,982	56.1	43.9
1898	6,516,528	4,688,348	11,204,876	58.2	41.8
1899	6,609,165	4,712,927	11,322,092	58.4	41.6
					43.8
1900	6,611,267	5,142,300	11,753,567	56.2	40.0

Note.—The Tonnage of British Vessels engaged in the Foreign Trade entered and cleared at Danish Ports cannot be given separately. The Tonnage, inclusive of vessels which had been stranded, and vessels which had entered to repair damage, amounted in 1900 to 919,509 tons, of which the Tonnage of Sailing Vessels was 9,123 tons, and of Steam Vessels 910,386 tons.

Foreign Trade, distinguishing National, British, and Other Ships.

Ballast in the Foreign Trade of the Principal Maritime Countries and British Colonies flying National, British, and Other Flags—continued.

# GERMANY.

# (1.) Sailing Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHKR.	TOTAL.		rtion <b>per</b> to To <b>tal</b> .	
				101111	MATIONAL	BRITISH.	OTHER.
					Per	Per	Per
}	Tons.	Tons.	Tons.	Tons.	Cent.	Cent.	Cent.
1850			`	_	<b>—</b>		
1860	-						
1870	1,084,744*	1,273,	667*	2,358,411*	46.0	54	ŏ
1880	2,084,025	665,154	1,530,597	4,279,776	48.7	15.5	35.8
1890	1,187,782	<b>466,</b> 557	1,161,354	2,815,693	42.2	16.6	41.2
1891	1,175,070	538,496	1,251,597	2,965,163	39.6	18.2	42.2
1892	1,119,240	467,234	1,208,144	2,794,618	40.1	16.7	43.2
1893	1,024,393	399,952	1,165,407	2,589,752	39.6	15.4	45.0
1894	907,103	436,284	1,244,514	2,587,901	35.0	16.9	48.1
1895	939,072	444,275	1,144,537	2,527,884	37.1	17.6	45.3
1896	989,883	428,655	1,268,218	2,686,756	36.9	15.9	47.2
1897	882,918	315,809	1,243,222	2,441,949	36.2	12.9	50.9
1898	844,693	<b>364,500</b>	1,488,629	2,697,822	31·3 34·7	13·5 13·9	55·2 51·4
1899	1,006,408	402,616	1,491,079	2,900,103	37.4		52·0
1900 1901	1,028,398	292,363	1,429,978	2,750,739	314	10.6	92.0
		(2.)	Steam Vessels		1	1	
<del></del>		()		1	1	1	
1850	<del></del>	. —		-	-	-	_
1860							
1870	170,406*	960,	430*	1,130,836*	15.0	85	•0
1880	3,024,546	4,319,319	1,442,771	8,786,636	34.4	49.2	16.4
1890	8,087,928	6,999,674	3,203,685	18,291,387	44.2	38.3	17.5
1891	8,842,936	8,063,794	3,277,861	20,184,591	43.8	40.0	16.2
1892	8,567,453	7,683,586	3,360,215	19,611,254	43.7	39.2	17.1
1893	8,659,152	8,389,103	3,361,547	20,409,802	42.4	41.1	16.5
1894	9,260,314	8,913,443	3,737,442	21,911,199	42.3	40.7	17.0
1895	9,205,985	8,815,929	3,403,666	21,425,580	43.0	41.1	15.9
1896	9,294,069	8,131,416	3,974,391	21,399,876	43.4	38.0	18.6
1897	10,035,351	8,874,717	4,410,494	23,320,562	43.0	38.1	18.9
1898	11,190,571	8,560,777	5,087,820	24,839,168	45.1	34.5	20.4
1899	12,377,106	8,022,071	4,880,546	25,279,723	49.0	31.7	19.3
1900	13,272,579	7,562,636	5,621,903	26,457,118	<b>50·2</b>	28.6	21.2
1901				_	_		_
		(3.) Sailing	and Steam Ves				
1850			<u> </u>	_	_	_	
1860				_			
1870	1,255,150*	2,234,		3,489,247*	35.9	64.	
1880	5,108,571	4,984,473	2,973,368	13,066,412	39.1	38.1	22.8
1890	9,275,710	7,466,231	4,365,039	21,106,980	43.9	35.4	20.7
1891	10,018,006	8,602,290	4,529,458	23,149,754	43.3	37.2	19.5
1892	9,686,693	8,150,820	4,568,359	22,405,872	43.2	36.4	20.4
1893	9,683,545	8,789,055	4,526,954	22,999,554	42.1	38.2	19.7
1894	10,167,417	9,349,727	4,981,956	24,499,100 23,953,464	41.5	38.2	20.3
1895 1896	10,145,057	9,260,204	4,548,203	24,086,632	42.4	38.7	18.9
1897	10,283,952 10,918,269	8,560,071 9,190,526	5,242,609 5,653,716	25,762,511	42·7 42·4	35.5	21.8
1898	12,035,264	8,925,277	6,576,449	27,536, <b>9</b> 90	43.7	35.7	21.9
1899	13,383,514	8,424,687	6,371,625	28,179,826	47.5	32·4 29·9	23·9
1900	14,300,977	7,854,999	7,051,831	29,207,857	49.0	26.9	22·6
1901						20.9	24.1
		, , , , , , , , , , , , , , , , , , ,					

<sup>\*</sup> Exclusive of Hamburg and Premen.

Foreign Trade, distinguishing National, British, and Other Ships.

TABLE, No. 7.—Tonnage of Sailing and Steam Vessels Entered and Cleared with Cargoes and for a series of Years, showing the percentage proportion

HOLLAND.

(1.) Sailing Vessels.

1		(1.)	Sailing Vessels	<u>.                                    </u>	Propo	rtion per	cent.
YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.		o Total.	
					MATIONAL	BRITISH	OTHER
ľ	<b>~</b>			<b></b>	Per	Per	Per
30-0	Tons.	Tons.	Tons.	Tons.	Cent.	Cent.	Cent.
1850	645,661	259,538	388,726	1,293,925	49'9	20.1	30.0
1860	775,6 <b>5</b> 1	390,808	611,876	1,778,335	43.6	22.0	34.4
1870	678,5 <b>67</b>	510,699	591,953	1,781,219	38.1	28.7	33.2
1880	686,416	371,118	853,073	1,910,607	35.9	19.4	44.7
. 1890	300,990	218,336	404,337	: 923,663	32.6	23.6	43.8
1891	307,957	162,708	379,726	850,391	36.2	19.1	44.7
1892	253, <b>3</b> 07	173,523	415,063	841,893	30.1	20.6	49.5
1893 1894	204,205	219,896 166,671	383,313	807,414	25.3	27·2 20·4	47.5
1895	233,978 205,2 <b>2</b> 0		415,413	816,062	28.7	20.2	50·9 51·2
1896	194,749	145,012 204,814	367,200 303,996	717,432 703,559	28·6 27·7	29.1	43.2
1897	194,672	193,177	333,129	720,978	27.0	26.8	46.2
1898 .	182,041	151,842	342,290	676,173	26.9	22.5	50.6
1899	171,758	10000	320,479	659,771	26.0	25.4	48.6
1900	167,791	140,113	291,665	599,569	28.0	23.4	48.6
1901	107,191	140,113	251,000	233,003	200	20 1	1
1301				_		_	_
		(2.)	Steam Vessels.				
1850	85,029	345,951	22,466	453,446	18.8	76.3	4.9
1860	272,560	595,088	6,345	873,993	31.2	68.1	0.7
1870	355,398	1,450,993	56,861	1,863,252	19.1	77.9	3.0
1880	1,429,902	3,038,673	464,852	4,933,427	29.0	61.6	9.4
1890	2,821,135	5,447,622	1,644,717	. 9,913,474	28.5	55.0	16.5
1891	3,027,559	5,688,939	1,841,755	10,558,253	28.7	53.9	. 17.4
1892	3,361,525	5,778,128	1,864,329	11,003,982	30.5	52.5	17.0
1893	3,458,598	6,009,253	2,124,220	11,592,071	29.8	51.8	18.4
. 1894	3,559,827	6,828,587	2,546,745	12,935,159	27.5	52.8	19.7
1895.	3,461,575	7,112,935	<b>2,239,403</b>	12,813,913	27.0	55.5	17:5
1896	<b>3,865,747</b>	8,126,220	2,916,384	14,908,351	25.9	54.5	19.6
1897	<b>4,</b> 019,6 <b>6</b> 8	8,588,394	3,568,769	16,176,831	24.8	53.1	22.1
1898	4,222,519	8,085,879	4,341,256	16,649,654	25.4	48.6	26.0
1899	4,525,493	8,221,949	5,418,707	18,166,149	24.9	45.3	29.8
1900	4,611,684	7,740,952	5,938,257	18,290,893	25.2	42.3	32:
1901	_		— `		-	-	_
<u> </u>		(3.) Sail:	ing and Steam	Vossols	<u> </u>		
1		(8.) 58.11	ing and Steam	V CSSCIS.	1	1	1.
1850	730,690	605,489	411,192	1,747,371	41.8	34.7	23.
1860	1,048,211	985,896	618,221	2,652,328	39.5	37.2	23.3
1870	1,033,965	1,961,692	648,814	3,644,471	28.4	53.8	17.8
1880	2,116,318	3,409,791	1,317,925	6,844,034	30.9	49.8	19:3
1890	3,122,125	5,665,958	2,049,054	10,837,137	28.8	52.3	18.9
1891	3,335,516	5,851,647	2,221,431	11,408,644	29.2	51.3	19.5
1892	3,614,832	5,951,651	2,279,392	11,845,875	30.5	50.2	19.3
1893	3,6 <b>62,803</b>	6,229,149	2,507,533	12,399,485	29.5	50.2	20.3
1894	3,793,805	.6,995,258	2,962,158	13,751,221	27.6	€0.9	21.5
1895	3,666,795	7,257,947	2,606,603	13,531,345	27.1	53.6	19:3
1896	4,060,496	8,331,034	3,220,380	15,611,910	26.0	53.4	20.
	4,214,340	8,781,571	3,901,898	16,897,809	24.9	52.0	23
1897			1 A CUQ 5AC	17,325,827	25.4	47.5	27
1897 1898	4,404,560	8,237,721	4,683,546				
1897 1898 1899	4,697,251	8,389,483	5,739,186	18,825,920	25.0	44.6	30.4
1897 1898							

Foreign Trade, distinguishing National, British and Other Ships.

in Ballast in the Foreign Trade of the Principal Maritime Countries and British Colonies flying National, British, and Other Flags—continued.

BELGIUM.
(1.) Sailing Vessels.

YEARS. NATIONAL		BRITISH.	OTHER.;	TOTAL.	Proportion per cent. to Total.		
I BARO,	NATIONAL	DRITIOH.	OLDER.3	IOTAL.	NATIONAL	BRITISH	OTHE
.					Per	Per	Per
1010	· Tons.	Tons.	Tons.	_ · Tons.	Cent.	Cent.	Cent
1850	00.014	904 245	693,233	1 007 700	8.9	22.3	68.8
18 <b>6</b> 0 18 <b>7</b> 0	90,214 45,257	224,345 451,023	944,992	1,007,792	3.1	31.3	. 65.6
1880	23,978	519,775	945,363	1,141,272 1,489,116	1.6	34.9	63.
1890	20,536	342,773	312,527	675,836	3.0	50.7	46
1891	12,307	310,693	401,570	727,570	. 1.7	42.7	55.6
1892	3,758	289,269	350,305	643,332	0.6	45.0	- 54
1893	2,825 .	<b>3</b> 13,872	315,758	632,455	0.5	49.6	49.
1894	4,808	342,453	387,098	734,359	0.7	46.6	. 52.
1895	2,668	378,669	279,787	661,124	0.4	57.3	42:
1836	2,787	355,773	257,528	616,088	0.5	57.7	41.8
1897	2,858	285,621	285,828	574,307	0.5	49.7	49.8
1898	2,920	403,780	299,168	705,868	0.4	57.2	. 42.4
1899	4,356	421,642	267,243	693,241	0.6	60.8	38.
1900	1,066	321,612	311,705	634,383	0.2	50.7	49
1901	. 1,169	. 473,696	253,623	728,488	0:2	65.0	34.
		(2.	) Steam Vesse	ls.	<u> </u>		
1850		_	_			_	
1860	65,103	242,696	<b>45,921</b> .	353,720	18.4	68.6	13.
1870	155,090	1,315,356	197,588	1,668,034		78.9	11
1880	802,061	3,703,929	1,121,040	5,627,030	14.3	65.8	19.
1890	2,182,476	5,824,401	2,906,435	10,913,312	20.0	53.4	26
1891	2,127,800	6,019,674	3,211,208	11,358,682	18.7	53.0	28.
1892	2,109,020	5,578,763	3,253,153	10,940,936	19.3	51.0	29.
1893 1894	2,341,586 2,495,697	5,653,873 6,205,885	3,313,556 3,620,751	11,309,015 12,322,333	20·7 20·3	50·0 50·4	29
1895	2,495,097 2,608,408	6,671,534	3,728,936	13,008,878	20.1	51.3	28
1896	2,642,452	7,383,024	4,329,618	14,355,094	18.4	51.4	30.
1897	2,894,614	7,657,930	4,772,624	15,325,168	18.9	50.0	31.
1898	2,969,981	7,643,603	5,198,158	15,811,742	18.8	48.3	32
1899	2,826,677	8,039,868	5,594,171	16,360,716	17.2	48.8	34.
1900	2,764,100	7,242,780	6,336,383	16,343,263	16.9	44.3	38.
1901	2,702,139	8,093,708	7,104,393	17,900,240	15.1	45.2	39
		(3.) Sail	ing and Steam	Vessels.			
1850	142,251	207,102	289,189	638,542	22.3	32.4	45.
1860	155,317	467,041	739,154	1,361,512	11.4	34.3	54.
1870	200,347	1,766,379	1,142,580	3,109,306	6.4	56.8	36.
1880	826,039	1,223,704	2,066,403	7,116,146	11.6	59.4	29
1890	2,203,012	6,167,174	3,218,962	11,589,148	19.0	53.2	27:
1891	2,140,107	6,330,367	3,615,778	12,086,252	17.7	52.4	29
1892	2,112,778	5,868,032	3,603,458	11,584,268	18.2	50.7	31.
1893	2,344,411	5,967,745	3,629,314	11,941,470	19.6	50.0	30.
1894	2,500,505	6,548,338	4,007,849	13,056,692	19.2	50.2	30.
1895	2,611,076	7,050,203	4,008,723	13,670,002	19.1	51.6	29.
1896 1897	2,645,239 2,897,472	7,738,797 7,943,551	4,587,146 5,058,452	14,971,182 15,899,475	17·7 18·2	51·7 50·0	30.
1898	2,972,901	8,047,383	5,497,326	16,517,610	18.0	48.7	31.
1899	2,831,033	8,461,510	5,861,414	17,153,957	16.5	49.3	34.
	2,765,166	7,564,392	6,648,088	16,977,646	16.3	44.6	39.
1900							

Foreign Trade, distinguishing National, British, and Other Ships.

TABLE, No. 7.—Tonnage of Sailing and Steam Vessels Entered and Cleared with Cargoes and in for a series of Years, showing the percentage proportion

FRANCE.

(1.) Sailing Vessels.

			T		Propo	ortion pe	
YEARS.	NATIONAL	BRITISH.	OTHER.	TOTAL.	NATIONAL	BBITISH	<del>,</del>
		Tons.	Tons.		Per	Per	Cent.
1050	Tons.		·	Tons.	Cent.		Č.1
1850 1860	1,584,573		28,220 36,042	3,612,793	43·9 42·0		i6·1 i8·0
1870	2,490,539 2,099,557		04,292	5,926,581	30.9		9.1
1880	1,803,051		76,080	6,794,849 8,979,131	20.1		9.9
1890	911,975		5,953	3,657,928	24.9		5.1
1891	777,568		7,844	4,095,412	19.0		1.0
1892	724,943		5,334	3,190,277	22.7	7	7.3
1893	647,966		8,767	2,906,733.	22.3		7.7
1894	662,881	2,30	8,300	2,971,181	22.3		7.7
1895	614,671	1,69	4,619	2,309,290	26.6		3.4
1896	647,9 <b>3</b> 5		4,263	2,242,198	28.9		1.1
1897	639,488		0,611	2,150,099	29.7		0.3
1898	702,836	1,97	3,110	2,675,946	26.3		3.7
1899	722,53 <b>9</b>		8,637	2,151,176	33.6		6.4
1900	738,019	301,673	1,033,409	2,073,101	35.6	14.6	49.8
1901	<del></del>		, <u>-</u>		_	-	-
		(2.)	Steam Vessels.	P			1
1850	306,939	69	0,987	997,928	30.8	6	$\overset{\downarrow}{\mathbf{9\cdot2}}$
1860	1,012,373		7,782	2,530,155	40.0	6	0.0
1870	2,189,649		3,239	6,811,888	32.1	6	7·9
1880	5,719,170	10,33		16,053,347	35.6		4·4
1890	8,342,904	16,96	7,016	25,309,920	33.0		7.0
1891	8,926,623	18,58		27,507,464	32.5		7-5
1892	8,396,936	16,53		24,930,247	33.7		6.3
1893	7,734,345	17,38		25,115,593	30.8		9-2
1894	7,596,975	17,970	0,671	25,567,646	29.7		0.3
1895	7,916,563	17,68		25,600,089	30.9		9·1 9·5
1896 1897	8,486,025	19,29 20,42		27,784,734	30·5 30·4		9·6
1898	8,912,050 8,833,990	22,05		29,338,654 30,887,906	28.6		3 0 1·4
1899	9,414,738	24,12		33,541,636	28.1		1.9
	· · ·		·	1			~
1900 1901	9,256,531	15,242,922	11,713,891	36,213,344	25·6 —	42.1	32.3
		(3.) Saili	ng and Steam V	ioggala			1
		(0.) Sam	ing and Steam V	CSSOIS.	<u> </u>		
1850	1,891,512	1,353,062	1,366,145	4,610,719	41.0	29.3	29.7
1860	3,502,912	2,517,050	2,436,774	8,456,736	41.4	29.8	28.8
1870	4,289,206	5,411,705	3,905,826	13,606,737	31.5	39.8	28.7
1880	7,522,221	10,161,902	7,348,355	25,032,478	30.0	40.6	29.4
1890	9,254,879	12,736,319	6,976,650	28,967,948	31.9	44.0	24.1
1891	9,704,191	14,052,460	7,846,225	31,602,876	30.7	44.5	24.8
1892	9,121,879	12,538,455	6,460,190	28,120,524	32.4	44.6	23.0
1893	8,382,311	13,074,455	6,565,560	28,022,326	29.9	46.7	23.4
1894	8,259,856 9 531 934	13,377,810 12,938,849	6,901,161	28,538,827	28·9 30·6	46·9 46·4	24·2 23·0
1895 1896	8,531,2 <b>34</b> 9,13 <b>3</b> ,960	13,683,742	6,439,296 7,209,230	27,909,379 30,026,932	30.4	45.6	24.0
1897	9,551,538	14,308,224	7,628,991	31,488,753	30.3	45.4	24.3
1898	9,536,826	15,647,037	8,379,989	33,563,852	28.4	46.6	25.0
1899	10,137,277	15,350,161	10,205,374	35,692,812	28.4	43.0	28.6
	9,994,550	15,544,595	12,747,300	38,286,445	26.1	40.6	33.3
1900	3,332.000						
1900	<del></del>	— I				_	-

Note.—The particulars relating to the nationalities of the foreign sailing and steam vessels separately are not obtainable from the published official returns. The information for 1900 has been specially furnished by the French Customs Department.

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

Ballast in the Foreign Trade of the Principal Maritime Countries and British Colonies flying National, British, and Other Flags—continued.

PORTUGAL.

(1.) Sailing Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.	Propo	rtion per to Total	r cent.
					NATIONAL	BRITISH	OTHER
	Tons.	Tons.	Tons.	Tons.	Per Cent.	Per Cent.	Per Cent.
1850				10%.			
1860		_		_	_		_
1870	239,755	718,194	452,274	1,410,223	17.0	50.9	32.1
1880	231,927	316,873	640,665	1,189,465	19.5	26.6	53.9
1890	123,942	70,973	515,587	710,502	17.4	10.0	72.6
1891	106,711	89,620	517,252	713,583	14.9	12.6	72.5
1892	104,438	76,397	447,070	627,905	16.6	12.2	71.2
1893	110,701	56,237	445,782	612,720	18.1	9.2	72.7
1894	123,169	72,516	370,431	566,116	21.8	12.8	65.4
1895 1896	116,036	92,675 109,667	422,529 372,259	631,240 602,807	18·4 20·0	14·7 18·2	66·9 61·8
1897	120,881 131,437	99,757	378,506	609,700	21.5	16.4	62·1
1898	153,565	97,603	350,119	601,287	25.6	16.2	58.2
1899	128,868	60,714	290,172	479,754	26.9	12.7	60.4
1900	157,892	59,564	313,252	530,708	29.8	11.2	59.0
1901	148,971	71,459	256,392	476,822	31.2	15-0	<b>53</b> ·8
		(2.)	Steam Vessels	·!	,	<u>_</u>	
1850	_		_			_	
1860	-	<u> </u>	_		-		
1870	56,817	955,558	87,403	1,099,778	5.2	86.9	7.9
1880	139,390	3,305,304	1,111,888	4,556,582	3.1	72.5	$24 \cdot 4$
1890	622,233	5,585,930	3,646,058	9,854,221	6.3	56.7	37.0
1891	770,624	5,563,479	4,034,363	10,368,466	7.4	53.7	38.9
1892	992,451	5,495,977	3,973,202	10,461,630	9.5	52.5	38.0
1893 1894	1,228,306 841,302	5,967,380 6,240,341	3,824,534 4,203,404	11,020,220 11,285,047	11·1 7·5	54·1 55·3	34·8 37·2
1895	708,063	6,552,359	4,533,274	11,793,696	6.0	55.6	38.4
1896	767,835	8,121,388	5,033,593	13,922,816	5.5	58.3	36.5
1897	982,468	8,402,529	5,811,474	15,196,471	6.5	55.3	38.2
1898	1,219,515	9,467,273	6,616,488	17,303,276	7.0	54.7	38.3
1899	1,118,780	9,750,856	5,779,325	16,648,961	6.7	58.6	34.7
1900	912,282	11,283,509	7,233,819	19,429,610	4.7	58.1	$37 \cdot 2$
1901	707,949	10,824,771	8,800,866	20,333,586	3.5	58.2	43.3
•		(3.) Saili	ng and Steam	Vessels.			
1850	_	_		_	_	_	
1860							
1870	296,572	1,673,752	539,677	2,510,001	11.8	66.7	21.5
1880	371,317	3,622,177	1,752,553	5,746,047	6.5	63.0	30.5
1890	746,175	5,656,903	4,161,645	10,564,723	7.0	53.5	39.5
1891 1892	877,335 1,096,889	5,653,099 5,572,374	4,551,615 4,420,272	11,082,049 11,089,535	7·9 9·9	51·0 50·2	41·1 39·9
1893	1,339,007	6,023,617	4,270,316	11,632,940	11.5	51.8	36.7
1894	964,471	6,312,857	4,573,835	11,851,163	8.1	53.3	38.6
1895	824,099	6,645,034	4,955,803	12,424,936	6.6	53.5	39.9
1896	888,716	8,231,055	5,405,852	14,525,623	6.1	56.7	37.2
1897	1,113,905	8,502,286	6,189,980	15,806,171	7.0	53.8	39.2
1898	1,373,080	9,564,876	6,966,607	17,904,563	7.7	53.4	38.9
1899	1,247,648	9,811,570	6,069,497	17,128,715	7.3	57.3	35.4
1900	1,070,174	11,343,073	7,547,071	19,960,318	5.4	56.8	37.8
1901	856,920	10,896,230	9,057,258	20,810,408	4.1	52.4	43:5
	,	,,	, , , , , , , , , , , , , , , , , , , ,	,,			

Foreign Trade, distinguishing National, British, and Other Ships.

TABLE, No. 7.—Tonnage of Sailing and Steam Vessels Entered and Cleared with Cargoes and for a series of Years, showing the percentage proportion

SPAIN.

(1.) Sailing Vessels.

		(1.) Sailing Vesse	ls.		
YEARS.	NATIONAL.	OTHER.	TOTAL.	Proportion to T	per cent.
				NATIONAL	OTHER
	Tons.	Tons.	Tons.	Per Cent	Per Cent.
1850	10118.	10768.	10168.	1 67 06166.	1 67 00160.
1860	_	- I	_		
	_		-	_	_
1870			<del>-</del>		_
1880			-		- CC-0
1890	478,387	964,317	1,442,704	33.2	66.8
1891	398,824	994,301	1,393,125	28.6	71.4
1892	326,813	730,457	1,057,270	30.9	69.1
1893	330,041	704,516	1,034,557	31.9	68.1
1894	503,990	647,872	1,151,862	43·8	56.2
1895	270,659	683,081	953,740	28.4	71.6
1896	252,910	627,526	880,436	28.7	71.3
1897	227,454	573,062	800,516	28.4	71.6
1898	198,421	471,266	669,687	29.6	70.4
1899	201,950	461,736	663,686	30.4	69.6
1900	222,436	426,937	649,373	34.3	65.7
1901*	206,143	484,659	690,802	29.8	70.2
		(2) (2)	1	,	<u> </u>
		(2.) Steam Vesse	els.		
1850			_		l _
1860		<u> </u>	_	]	
1870		il		<u> </u>	
1880				1	
1890	9,995,155	12,473,039	22,468,194	44.5	55.5
1891	9,873,486	12,079,190	21,952,676	45.0	55.0
1892	10,002,461	11,831,927	21,834,388	45.8	54.2
1893	11,107,141	11,881,028	22,988,169	48.3	51.7
1894	12,029,696	12,710,464	24,740,160	48.6	51.4
1895	11,967,159		24,740,100	48.0	52.0
1896	12,457,087	13,001,587 14,685,814	27,142,901	45.9	54.1
1897				45.3	54.7
	12,673,745	15,291,153	27,964,8 <b>9</b> 8	40.9	59.1
1898	10,697,003	15,476,454	26,173,457		
1899	11,867,409	16,609,235	28,476,644	41.7	58.3
1900	13,286,770	14,541,426	27,828,196	47.7	52.3
1901*	13,863,668	14,251,467	28,115,135	49.3	50.7
	(3	.) Sailing and Steam	Vessels.		
	-			1	
1850			0.500.500		-
1860	798,864	1,797,644	2,596,508	30.7	69.3
1870	1,311,761	<b>2,230,433</b>	3,542,194	37.0	63.0
1880	3,650,902	10,092,212	13,743,114	26.6	73.4
1890	10,473,542	13,437,356	23,910,898	43.8	56.2
1891	10,272,310	13,073,491	23,345,801	44.0	56.0
1892	10,329,274	12,562,384	22,891,658	45.1	54.9
1893	11,437,182	12,585,544	24,022,726	47.6	52.4
1894	12,533,686	13,358,336	25,892,022	48.4	51.6
1895	12,237,818	13,684,668	25,922,486	47.2	<b>52·8</b>
1896	12,709,997	15,313,340	28,023,337	45.4	54.6
1897	12,901,199	15,864,215	28,765,414	44.8	55.2
1898	10,895,424	15,947,720	26,843,144	40.6	59.4
1899	12,069,359	17,070,971	29,140,330	41.4	58.6
1900	13,509,206	14,968,363	28,477,569	47.4	52.6
1901*	14,069,811	14,736,126	28,805,937	48.8	51.2
1001	11,000,011	11,100,120	20,000,001	1	""
		1	l!	<u> </u>	

NOTE.—The particulars relating to the nationalities of the foreign vessels entering and clearing at Spanish ports are not distinguished in the general totals in the Spanish Trade and Navigation Accounts.

\* Provisional figures.

Foreign Trade, distinguishing National, British, and Other Ships.

in Ballast in the Foreign Trade of the Principal Maritime Countries and British Colonies flying National, British, and Other Flags—continued.

ITALY.
(1.) Sailing Vessels.

ī	<del></del>	(1.)	Salling Vessell	1	Pann	ortion pe	r acm*
YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.	-	to Total.	· I
		]			NATIONAL		OTHER
	· Tons.	Tons.	Tons.	Tons.	Per Cent.	Per Cent.	Per Cent.
1850	10768.	10768.	10168.	10768.	<i>Ceru</i> .	Cent.	Cenu.
1860						_	_
1870	1,998,454	540,274	1,116,419	3,655,147	54.7	14.8	30.5
1880	1,726,321	216,273	606,550	2,549,144	67.7	8.5	23.8
1890	1,208,319	84,244	508,370	1,800,933	67.1	4.7	28.2
1891	1,143,484	88,871	411,461	1,643,816	69.6	5.4	25.0
1892 1893	1,176,732 1,114,219	50,650 48,527	355,816	1,583,198 1,461,167	74·3 76·3	3·2 3·3	22·5 20·4
1894	1,111,367	43,128	298,421 239,669	1,394,164	79.7	3.1	17.2
1895	1,091,600	58,008	268,912	1,418,520	76.9	4.1	19.0
1896	1,058,239	41,747	266,683	1,366,669	77.4	3.1	19.5
1897	1,032,681	48,059	215,217	1,295,957	79.7	3.7	16.6
1898	1,070,153	42,630	206,034	1,318,817	81.2	3.2	15.6
1899	1,220,440	33,310	206,060	1,459,810	83.6	2.3	14.1
1900	1,127,920	36,809	217,609	1,382,338	81.6	2.7	15.7
1901	<del></del>		_	_	-	_	
		(2.)	Steam Vessels	•	-		
1850	_			_			
1860		·	i _	<u> </u>	_		
1870	781,624	1,427,899	1,756,773	3,966,296	19.7	36.0	44.3
1880	1,698,687	3,161,240	2,437,899	7,297,826	23.3	43.3	33.4
1890	2,264,829	6,952,034	3,228,928	12,445,791	18.2	55.9	25.9
1891	2,484,363	6,351,219	3,592,445	12,428,027	20.0	51.1	28.9
1892	2,542,183	6,031,188	3,787,358	12,360,729	20.6	48.8	30.6
1893	3,010,202	5,971,652	4,293,838	13,275,692	22.7	45.0	32.3
1894 1895	2,875,387	7,199,545	4,688,831	14,763,763	19·5 19·1	48·8 46·7	$\begin{array}{c} 31.7 \\ 34.2 \end{array}$
1896	2,939,008 3,043,422	7,191,878 6,846,176	5,280,062 5,749,020	15,410,948 15,638,618	19.5	43.8	36.7
1897	14,747,227	9,959,213	9,641,406	34,347,846	42.9	29.0	28.1
1898	14,937,342	9,578,240	10,788,236	35,303,818	42.3	27.1	30.6
1899	17,807,611	9,232,481	10,457,352	37,497,444	47.5	24.6	27.9
1900	18,541,623	7,732,056	11,854,245	38,127,924	48.6	20.3	31.1
1901	_	_		<b>—</b>	j -	-	
1	!	(3.) Saili	ng and Steam V	essels.	1		
1850		_		_	_	_ [	
1860				<b>–</b>	-	_	
1870	2,780,078	1,968,173	2,873,192	7,621,443	36.5	25.8	<b>37·7</b>
1880	3,425,008	3,377,513	3,044,449	9,846,970	34.8	34.3	30.9
1890	3,473,148	7,036,278	3,737,298	14,246,724	24.4	49.4	26.2
1891	3,627,847	6,440,090	4,003,906	14,071,843	25.8	45.8	28.4
1892	3,718,915	6,081,838	4,143,174	13,943,927	26·7 28·0	43.6	29.7
1893 1894	4,124,421 3,986,754	6,020,179	4,592,259	14,736,859 16,157,927	24·7	40·9 44·8	31·1 30·5
1895	4,030,608	7,242,673 7,249,886	4,928,500 5,548,974	16,829,468	24.0	43.1	32.9
1896	4,101,661	6,887,923	6,015,703	17,005,287	24.1	40.5	35.4
1897	15,779,908	10,007,272	9,856,623	35,643,803	44.3	28.1	27.6
1898	16,007,495	9,620,870	10,994,270	36,622,635	43.7	26.3	30.0
1899	19,028,051	9,265,791	10,663,412	38,957,254	48·8	23.8	27.4
1900	19,669,543	7,768,865	12,071,854	39,510,262	49.8	19.7	30.5
1901	<b>–</b> [	_	-	_	- 1		_
					l		

Norz.—The basis of the returns of shipping engaged in the foreign trade was extended in 1897, and now includes vessels (liners) engaged in the coasting trade of Italy which extend their voyages to neighbouring foreign ports. Vessels belonging to shipping companies (lines di navigazione a vapore) which touch at Italian ports have been also since 1897 included in the shipping returns.

Foreign Trade, distinguishing National, British, and Other Ships.

TABLE, No. 7.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and in for a series of Years, showing the percentage proportion

#### UNITED STATES.

### (1.) Sailing Vessels.

YEARS (ended	NATIONAL.	BRITISH.	OTHER.	TOTAL.	Proportion per to Total.		
June 30th),	***************************************	24411011		101112	NATIONAL	BRITISH	OTHER
	Tons.	Tons.	Tons.	Tons.	Per Cent.	Per Cent.	Per Cent.
- 18 <b>50</b>	10768.	1014.	1 0768.	1 <i>076</i> 8.	I Come.	00766.	00156.
1860	Not separately	distinguished.					
1870 1880	] <i>)</i> 3,863,218	K K40 010	I K 004 117	<b>15,396,554</b>	25.1	36.0	38.9
1890	3,767,612	5,549,21 <b>9</b> 3,414,954	5,984,117 2,809,798	8,992,364	30.8	38.0	31.2
1891	2,679,557	3,400,766	2,457,102	8,537,425	31.4	39.8	28.8
1892	2,853,882	3,359,910	2,667,188	8,880,980	32.1	37.8	30.1
1893	2,551,568	3,257,264	2,583,91 <b>3</b>	8,392,745	30.4	38.8	30.8
1894	2,584,651	2,833,443	2,198,050	7,616,144	34.0	37.2	28.8
1895	2,471,637	2,882,553	2,071,348	7,425,538	33.3	38.8	27.9
1896	2,195,453	2,867,716	2,170,851	7,234,020	30.4	39.6	30.0
1897	2,269,030	2,911,106	2,362,871	7,543,007	30.1	38.6	31.3
1898	1,889,212	3,016,545	2,242,921	7,148,678	26.4	42.2	31.4
1899	1,982,915	2,350,866	2,375,571	6,709,352	29.6	35-0	35.4
1900	1,382,050	2,322,857	2,339,658	6,544,565	<b>2</b> 8·8	35.5	35.7
1901	1,750,856	2,013,724	2,230,468	5,995,048	29.3	33.6	37.2
•		(2.)	Steam Vessels.		<u> </u>		
1850	) W.4	3:_4::_1 . 3				,	
1860	Not separately	ansnukaisuea.				1	
1870	1,658,577	2,309,401	1,039,213	5,007,191	33.1	46.1	20.8
1880	2,354,675	10,257,916	2,537,881	15,150,472	15.5	67.7	16.8
1890	4,026,989	12,857,7 <b>26</b>	4,917,574	21,802,289	18.5	59.0	22.5
1891	4,706,898	11,812,209	5,748,389	22,267,496	21.1	53.0	25.9
1892	4,643,819	16,298,397	6,615,449	27,557,665	16.9	59.1	24.0
1893	4,478,805	14,042,992	6,589,729	25,111,526	17.8	55.9	26.3
1894	4,811,077	15,089,915	6,813,954	26,714,946	18.0	56.5	25.5
1895	4,820,672	14,760,124	6,742,658	26,323,454	18·3 18·6	56·1 55·7	25·6 25·7
1896	5,219,103	15,611,188	7,207,447	28,037,738	15.4	60.2	24.4
1897 1898	4,979,595	19,465,065	7,893,377	32,338,037 36,443,371	13.0	62.0	25.0
1899	4,704,277 4,813,097	22,419,887 22,764,879	9,319,207 9,85 <b>3,</b> 562	37,431,538	12.9	60.8	26.3
1900	6,098,303	22,560,686	11,947,701	40,606,690	15.0	55.6	29.4
1901	6,248,477	25,024,571	12,412,222	43,685,270	14.3	57.3	28.4
		(3.) Sai	ling and Steam	Vessels.	1		
1950	5,205,804	2 855 222	648 400	8,709,641	59.8	32.8	7.4
1850	12,087,209	2,855,338 4,067,632	648,499 910,284	17,065,125	70.8	23.9	5.3
1860 1870	6,992,967	9,247,169	2,084,926	18,325,062	38.1	50.5	11:4
1880	6,217,893	15,807,135	8,521,998	30,547,026	20.4	51.7	27.9
1890	6,794,601	16,272,680	7,727,372	30,794,653	22.1	52.8	25.1
1891	7,386,455	15,212,975	8,205,491	30,804,921	24.0	49.4	26.6
1892	7,497,701	19,658,307	9,282,637	36,438,645	20.6	53.9	25.5
1893	7,030,373	17,300,256	9,173,642	33,504,271	21.0	51.6	27.4
1894	7,395,728	17,923,358	9,012,004	34,331,090	21.5	5 <b>2</b> ·2	26.3
1895	7,292,309	17,642,677	8,814,006	33,748,992	21 6	52.3	26.1
1896	7,414,556	18,478,904	9,378,298	35,271,758	21.0	52.4	26.6
1897	7,248,625	22,376,171	10,256,248	39,881,044	18.2	56.1	25.7
1898	6,593,489	25,436,432	11,562,128	43,592,049	15.1	58.4	26.5
1899	6,796,012	25,115,745	12,229,133	44,140,890	15.4	56.9	27.7
1900	7,980,353	24,883,543	14,287,359	47,151,255	16.9	52.8	30.3
1901	7,999,333	27,038,295	14,642,690	49,680,318	10.1	94.4	29.5
1901	7,999,333	27,038,295	14,642,690	49,680,318	16.1	54·4	2

Norr.—The above figures are exclusive of the Lake Trade between Canada and the United States except in the years 1850, 1860, and 1870.

# PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued. FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

Ballast in the Foreign Trade of the Principal Maritime Countries and British Colonies flying National, British, and Other Flags—continued.

CHILE.
(1.) Sailing Vessels.

		(1.)	Sailing Vessels	•			
YEARS.	NATIONAL	BRITISH.	OTHER.	TOTAL.	Propo	rtion per to Total.	cent.
			0 = 0.1.0 1.1.		NATIONAL	BRITISH	OTHER
				·	Per	Per	Per
	<i>M</i>	<i>(</i> 77	<i>(</i> 77	<i>m</i>	Cent.	Cent.	Cent.
1850	Tons.	Tons.	Tons.	Tons.	Ochs.	—	Ociss.
1860				_	I _		
1870	_			_	_		_
1880	1,491	433,347	309,615	744,453	0.2	58.2	41.6
1890	53,266	957,707	507,720	1,518,693	3.5	63.1	33.4
1891	70,126	893,028	553,556	• 1,516,710	4.6	58.9	36.2
1892	72,016	953,454	563,212	1,588,682	4.5	60.0	35.5
1893	37,489	870,299	539,118	1,446,906	26	60.1	37.3
1894	43,374	747,359	571,435	1,362,168	3.2	54 9	41.9
1895	58,445	699,886	487,263	1,245,594	4.7	56.2	39.1
1896	64,453	898,413	634,735	1,597,601	4.0	56.3	39.7
1897	55,687	663,888	497,788	1,217,363	4.6	54.5	40.9
1898	40,014	771,816	598,065	1,409,895	2.8	54.8	42.4
1899	36,162	767,192	632,628	1,435,982	2.5	53.4	44.1
1900	25,206	772,432	806,358	1,603,996	1.6	48.1	50.3
1901		_	_	_	-		_
		(2.)	Steam Vessels.	I			
1050	,				1		
1850			_	-	-	_	_
1860 1870		~			-	_	
1880	16,392	1,483,994	154,146	1,654,532	1.0	89.7	9.3
1890	796,580	1,744,671	1,679,771	4,221,022	18.9	41.3	39.8
1891	211,255	1,286,622	1,320,451	2,818,328	7.5	45.7	46.8
1892	735,493	2,084,402	1,901,872	4,721,767	156	44.1	40.3
1893	452,243	1,743,431	1,549,241	3,744,915	12.1	46.6	41.3
1894	647,617	1,856,000	1,359,615	3,863,232	16.8	48.0	35.2
1895	681,644	2,173,537	1,670,377	4,525,558	15.1	48.0	36.9
1896	550,013	3,135,925	1,993,883	5,679,821	9.7	55.2	35.1
1897	615,581	2,397,211	1,854,119	4,866,911	12.6	49.3	38.1
1898	710,885	2,544,871	1,446,137	4,701,893	15.1	54.1	30.8
1899	758,090	2,825,810	1,478,669	5,062,569	15.0	55.8	$29 \cdot 2$
1900	488,691	2,230,971	1,667,612	4,387,274	11.1	50.9	38.0
1901	-	_	_	<u> </u>	-	_	
		(3.) Saili	ng and Steam V	essels.			
1850							
1860					_		
1870	_	_		_		_	_
1880	17,883	1,917,341	463,761	2,398,985	0.7	79.9	19·4
1890	849,846	2,702,378	2,187,491	5,739,715	14.8	47.1	38.1
1891	281,381	2,179,650	1,874,007	4,335,038	6.5	50.3	43.2
1892	807,509	3,037,856	2,465,084	6,310,449	12.8	48.1	39.1
1893	489,732	2,613,730	2,088,359	5,191,821	9.4	50.3	40.3
1894	690,991	2,603,359	1,931,050	5,225,400	11.5	49.8	38.7
1895	740,089	2,873,423	2,157,640	5,771,152	12.8	49.8	37.4
1896	614,466	4,034,338	2,628,618	7,277,422	8.4	55.4	$36 \cdot 2$
1897	671,268	3,061,099	2,351,907	6,084,274	11.0	50.3	<b>38·7</b>
1898	750,899	3,316,687	2,044,202	6,111,788	12.3	54.3	33.4
1899	794,252	3,593,002	2,111,297	6,498,551	12.2	55.3	32.5
1900	513,897	3,003,403	2,473,970	5,991,270	8.6	50.1	41.3
1901	-		'		-	-	-
					!		

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued.

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

TABLE, No. 7.—Tonnage of Sailing and Steam Vessels Entered and Cleared with Cargoes and for a series of Years, showing the percentage proportion

#### ARGENTINE REPUBLIC.

(1.) Sailing Vessels.

		(1.)	Sailing Vessels	3.			
YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.		ortion pe to Total.	
1				1	NATIONAL	BRITISH	OTHER
		<u>'</u>			Per	Per	Per
	Tons.	Tons.	Tons.	Tons.	Cent.	Cent.	Cent.
1850		_		_	<b>—</b>	—	
1860		_			-		
1870	-	05.001	400 704			75.0	<del>-</del>
1880 1890	35,466 422,673	95,281 630,746	409,704 1,213,644	540,451 2,267,063	6·6 18·7	17·6 27·8	75·8 53·5
1891	240,693	368, <del>8</del> 00	709,112	1,318,605	18.2	28.0	53.8
1892	235,119	460,555	675,402	1,371,076	17.1	33.6	49.3
1893	246,549	498,767	700,033	1,445,349	17.1	34.5	48.4
1894	535,323	648,455	952,185	2,135,963	25.1	30.4	44.5
1895	323,726	390,105	852,411	1,566,242	20.7	24.9	54.4
1896 1897	474,348	358,377	675,351	1,508,076	31·4 39·3	$\begin{array}{c} \textbf{23.8} \\ \textbf{18.2} \end{array}$	44·8 42·5
1898	449,199 457,861	208,010 277,253	486,488 465,771	1,143,697 1,200,885	38.2	23.1	38.7
1899	481,526	243,226	571,711	1,296,463	37.1	18.8	44.1
1900	600,659	140,472	504,237	1,245,368	48'2	11.3	40.5
1901	<u> </u>	<u> </u>	<u></u>	<u> </u>	-		
	<u></u>	(2,)	Steam Vessels	,			
1050	<u> </u>			1	ì		
1850			<del></del>		! -		
1860 1870		-					
1880	213,904	752,954	735,273	1,702,131	12.6	44.2	43.2
1890	2,791,792	4,367,344	2,421,225	9,580,361	29.1	45.6	25.3
1891	2,476,333	3,902,791	2,251,210	8,630,334	28.7	45.2	26.1
1892	3,114,644	4,876,570	2,524,561	10,515,775	29.6	46.4	24.0
1893	4,499,900	2,700.539	4,192,552	11,392,991	39.5	23.7	36.8
1894 1895	5,043,608 4,675,215	2,575,901 3,426,695	3,910,615 3, <b>5</b> 93,301	11,530,124 11,695,211	43·7 40·0	22·3 29·3	34·0 30·7
1896	5,514,668	3,639,943	4,546,166	13,700,777	40.3	26.6	33.1
1897	5,102,338	2,595,909	4,035,868	11,734,115	43.5	22.1	34.4
1898	4,768,953	3,572,541	4,628,181	12,969,675	36.8	27.5	35.7
1899	3,987,191	4,486,250	5,537,548	14,010,989	28.5	32.0	39.5
1900	3,869,156	3,776,529	4,473,831	12,119,516	31.9	31.2	36.9
1901		<del></del>	_	_		_	_
		(3.) Saili	ng and Steam V	essels.			
1850				_	_		_
1860					i —		
1870			_		-		
1880	249,370	848,235	1,144,977	2,242,582	11.1	37.8	51.1
1890	3,214,465	4,998,090	3,634,869	11,847,424	27.1	42.2	30.7
1891	2,717,026	4,271,591 5 227 125	2,960,32 <b>2</b> 3,199,963	9,948,939 11,886,851	$\begin{array}{c c} 27.3 \\ 28.2 \end{array}$	42·9 44·9	29·8 26·9
1892 1893	3,349,763 4,746,449	5,337,125 3,199,306	4,892,585	12,838,340	37·0	24.9	38·1
1894	5,578,931	3,224,356	4,862,800	13,666,087	40.8	23.6	35.6
1895	4,998,941	3,816,800	4,445,712	13,261,453	37.7	28.8	33.5
1896	5,989,016	3,998,320	5,221,517	15,208,853	39.4	26.3	34.3
1897	5,551,537	2,803,919	4,522,356	12,877,812	43.1	21.8	35.1
1898	5,226,814	3,849,794	5,093,952	14,170,560	36.9	27.2	35.9
1899 1900	4,468,717 4,469,815	4,729,476 3,917,001	6,109,259 <b>4,</b> 978,068	15,307,452 13,364,884	29·2 33·4	30·9 29·3	39·9 37·3
1900	±,±03,010	0,011,001	±,010,000				
1001					1	1	
		<del></del>		<del></del>		<del></del>	

Foreign Trade, distinguishing National, British, and Other Ships.

in Ballast in the Foreign Trade of the Principal Maritime Countries and British Colonies flying National, British, and Other Flags—continued.

JAPAN.
(1.) Sailing Vessels.

YEARS.	NATIONAL.	OTHER.	TOTAL.	Proportion to T	n per cer otal.
				MATIONAL	OTHER
	Tons.	Tons.	Tons.	Per	Per
1850	10168.	1 0708.	10768.	Cent.	Cent
1860			_		
1870	_				_
1880	6,681	318,657	325,338	2.1	97.9
1890	46,397	228,928	275,325	16.9	83.1
1891	37,835	207,384	245,219	15.4	84.6
1892	28,201	165,781	193,982	14.5	85
1893	22,101	184,556	206,657	10.7	89:
1894	19,395	257,693	277,088	7.0	93.
1895	8,988	187,738	196,726	4.6	95.
1896	7,759	262,635	270,394	2.9	97
1897	153,219	622,161	775,380	19.8	80.
1898	190,789	444,402	635,191 816,635	30.0	701
1899	257,576	<b>5</b> 59,059	010,039	31.5	<b>68</b> ·
1900 1901					
1301					
		(2.) Steam Vesse	els.	<del></del>	
1850	_			_	
1860			<del></del>		
1870		<del></del>		-	
1880	290,114	750,044	1,040,158	27.9	<b>72</b> ·
1890	655,018	2,236,061	2,891,079	22.7	77-
1891	674,623	2,406,522	3,081,145	21.9	78.
1892	683,828	2,700,981	3,384,809	20.2	79
1893	645,981	3,449,363	4,095,344	15.8	84
1894	540,813	4,089,518 4,870,558	4,630,331 5,073,811	11.7	88
1895 1896	203,253 948,207	5,505,001	6,453,208	4·0 14·7	96.
1897	1,249,282	5,329,338	6,578,620	19.0	85· 81·
1898	1,721,132	5,049,916	6,771,048	25.5	74
1899	2,596,147	4,427,683	7,023,780	37.0	63.
1900	_			_	
1901	_	. —	_	-	
<u></u>	(3.)	Sailing and Steam V	essels.	<u>'                                     </u>	
1850			_	_	
1860	_	<del></del>	_		
1870				-	
1880	296,795	1,068,701	1,365,496	21.7	78:
1890	701,415	2,464,989	3,166,404	22.2	77.8
1891	712,458	2,613,906	3,326,364	21.4	78.6
1892	712,029	2,866,762	3,578,791	19.9	80.
1893 1894	668,082 560,208	3,633,919 4,347,211	4,302,001 4,907,419	15·5 11·4	84.
1895	212,241	5,058,296	5,270,537	4.0	88·0
	955,966	5,767,636	6,723,602	14.2	85.8
			7,354,000	19.1	80.9
1896	1,402,501	0.301.433 "	.,		
1896 1897	1,402,501 1,911,921	5,951,499 5.494.318	7,406,239	25.8	74.9
1896 1897 1898	1,911,921	5,494,318	7,406,239 7,840,415	25·8 36·4	
1896 1897			7,406,239 7,840,415 —	25·8 36·4 —	74·9 63·6

Note.—The particulars relating to the nationalities of the foreign vessels entering and clearing at Japanese ports are not obtainable.

Foreign Trade, distinguishing National, British, and Other Ships.

TABLE, No. 7.—Tonnage of Sailing and Steam Vessels Entered and Cleared with Cargoes and in for a series of Years, showing the percentage proportion

# DOMINION OF CANADA.\*

(1.) Sailing Vessels.

YEARS.	BRITISH (INCLUDING	FOREIGN.	TOTAL.	Proportion per cent. to Total		
11271103.	COLONIAL).	POLIDION.		BRITISH AND COLONIAL.	FOREIGN.	
	Tons.	Tons.	Tons.	Per Cent.	Per Cent	
1850			. •	-		
1860	>	No Infor	mation.			
1870	0.480.880	1 1 000 00r ii	0 510 505			
1880	2,432,332	1,080,265	3,512,597	69.2	30.8	
1890 1891	1,794,206	1,878,942 1,881,305	3,673,148 3,619,797	48.8	51.2	
1892	1,738,492 1,882,733	1,907,726	3,790,459	48·0 49·7	52·0 50·3	
1893	1,811,904	1,835,563	3,647,467	49.7	50.3	
1894	2,137,764	1,806,552	3,944,316	54.2	45·8	
1895	1,701,669	1,721,347	3,423,016	49.7	50.3	
1896	1,607,231	1,663,073	3,270,304	49.1	50.9	
1897	1,590,583	1,692,917	3,283,500	48.4	51.6	
1898	1,423,243	1,554,408	2,977,651	47.8	52.2	
1899	1,251,159	1,498,171	2,749,330	45.5	54.5	
1900	1,211,681	1,486,131	2,697,812	44.9	55.1	
1901	1,025,427	1,544,239	2,569,666	39-9	60.1	
		(2.) Steam Ves	sels.			
1850						
1860	)	No Infor	mation.			
1870						
1880	2,006,010	1,268,107	3,274,117	61.3	38.7	
1890	3,531,746	3,123,391	6,655,137	53.1	46.9	
1891	3,576,052	3,499,347	7,075,399	50.5	49.5	
1892	3,788,789	3,173,726	6,962,515	54.4	45.6	
1893 1894	4,158,936	2,802,208 2,993,258	6,961,144 7,336,220	59·7 59·2	40·3 40·8	
1895	4,342,962 4,346,579	3,207,234	7,553,813	57·5	42.5	
1896	4,919,096	3,269,424	8,188,520	60.1	<b>39</b> ·9	
1897	5,691,024	3,036,456	8,727,480	65.2	34.8	
1898	6,383,570	3,224,264	9,607,834	66.4	33.6	
1899	7,266,754	3,220,970	10,487,724	69.3	30.7	
1900	7,435,438	4,041,871	11,477,309	64.8	35·2	
1901	7,345,844	4,627,552	11,973,396	61.4	38.6	
		(3.) Sailing and Steam	n Vessels.			
1850		No Inform	nation.			
1860   <i>f</i>	†3,942,392	†1,142,481	†5,084,873	1 †77·5	†22:5	
1880	4,438,342	2,348,372	6,786,714	65.4	34·6	
1890	5,325,952	5,002,333	10,328,285	51.6	48.4	
1891	5,314,544	5,380,652	10,695,196	49.7	50.3	
1892	5,671,522	5,081,452	10,752,974	52.7	47·3	
1893	5,970,840	4,637,771	10,608,611	56.3	43.7	
1894	6,480,726	4,799,810	11,280,536	57·5	42.5	
1895	6,048,248	4,928,581	10,976,829	55.1	44.9	
	6,526,327	4,932,497	11,458,824	57.0	43.0	
1896 '	7,281,607	4,729,373	12,010,980	60.6	39.4	
1896 1897			12,585,485	62.0	38.0	
1897		4.778.672				
1897 1898	7,806,813	4,778,672 4,719,141				
1897		4,778,672 4,719,141 5,528,002	13,237,054 14,175,121	64·3 61·0	35·7 39·0	

<sup>\*</sup> Exclusive of Vessels engaged on rivers and lakes in trade with the United States.

<sup>†</sup> For Ontario, Quebec, New Brunswick, and Nova Scotia only.

Foreign Trade, distinguishing National, British, and Other Ships.

Ballast in the Foreign Trade of the Principal Maritime Countries and British Colonies flying National, British, and Other Flags—continued.

#### NEWFOUNDLAND.

# (1.) Sailing Vessels.

	BRITISH		<b></b>	Proportion per cent. to Total.	
YEARS.	(INCLUDING COLONIAL).	FOREIGN.	TOTAL.	BRITISH AND COLONIAL.	POREIGN.
	Tons.	Tons.	Tons.	Per Cent.	Per Cent.
1850		, , , , , , , , , , , , , , , , , , ,	.•		
1860 1870	•	No Infor	mation.		
1880	284,017	15,550	299,567	94.8	5.2
1890	213,844	29,947	243,791	87.7	12.3
1891			242,244	<b>!</b> —	
1892		No Informe	ation. †		
1893	223,680	30,619	254,299	88.0	12.0
1894	178,491	21,944	200,435	89·1	10.9
1895 1896‡	172,168	19,322	181,858 191,490	89.9	10.1
1897	160,005	14,102	174,107	91.9	8.1
1898	160,957	21,115	182,072	88.4	11.6
1899‡	164,993	37,291	202,284	81.6	18.4
1900‡	175,456	34,897	210,353	83.4	16.6
1901‡	168,436	32,329	200,765	83.9	16.1
		(2.) Steam Ves	sels.		•
1850					
1860		No In	formation.		
1870 1880	269,532	. 90 09K II	300,367	89.7	10.3
1890	209,552 376,162	30,835 14,194	390,356	96.4	3.6
1891	-		414,066		_
1892	,	No Info	rmation. †	•	l
1893	592,814	5,195	598,009	99.1	0.9
1894	657,496	18,772	676,268	97.2	2.8
1895			603,523		_
1896‡	576,664	23,742	600,406	96.0	4.0
1897‡	531,810	11,786	543,596 769,020	97·8 92·0	2·2 8·0
1898‡ 1899‡	707,497 880,579	61,435 158,627	768,932 1,039,206	84·7	15.3
1900	964,938	272,190	1,237,128	78.0	22.0
1901	811,593	395,935	1,207,528	67·2	32.8
	(8	3.) Sailing and Steam	m Vessels.		
1850	243,652	26,094	*268,460		
1860	363,749	38,545	*404,294	1 - 1	
1870	307,721	12,785	320,506	96.0	4.0
1880	553,549	46,385	599,934	92.3	7.7
1890	590,006	44,141	634,147	93.0	7.0
1891	624,194 i	32,116	656,310	95.1	4.9
1892	010 404		ormation. †	. 05.0	
1893 1894	816,494 835,987	35,814 40,716	852,308 876,703	95.8	4.2
1895	763,735	21,646	785,381	95·4 97·2	4·6 2·8
1896‡	748,832	43,064	791,896	94.6	5·4
1897	691,815	25,888	717,703	96.4	3.6
1898	868,454	82,550	951,004	91.3	8·7
	1,045,572	195,918	1,241,490	84.2	15.8
1899‡	2,020,012				
	1,140, <b>394</b> 980,029	307,087 428,264	1,447,481 1,408,293	78.7	21.3

<sup>\*</sup> Sic in original. 

‡ For Year ended 30th June. 

† The figures for 1892 cannot be given as the original records were destroyed by fire.

Principal Maritime Countries and British Colonies—continued.

Foreign Trade, distinguishing National, British, and Other Ships.

TABLE, No. 7.—Tonnage of Sailing and Steam Vessels Entered and Cleared with Cargoes and in series of Years, showing the percentage proportion

### CAPE OF GOOD HOPE.

(1.) Sailing Vessels.

WE A TOO	BRITISH	7077		Proportion	per cent. to al.
YEARS.	(INCLUDING COLONIAL).	FOREIGN.	TOTAL.	BRITISH AND COLONIAL.	FORRIGN.
1050	Tons.	Tons.	Tons.	Per Cent.	Per Cent
1850 1860 1870 1880	}	No Information.		·	
1890	335,310	272,852	608,162	<b>55</b> ·1	44.9
1891	330,574	254,002	584,576	56.5	43.5
1892	393,315	263,065	656,380	<b>59</b> ⋅9	40.1
1893	256,551	268,362	524,913	48.9	51.1
1894 1895	365,571	265,955	631,526	57.9	42.1
1896	359,522 505,515	267,079	626,601	57.4	42.6
1897	531,120	352,659 440,256	858,174	58.9	41.1
1898	417,642	411,381	971,376 829,023	54·7 50·4	45·3 49·6
1899	393,469	412,358	805,827	48.8	51.2
1900	472,625	481,887	954,512	49.5	50.5
1901	405,192	556,513	961,705	42.1	57.9
		(2.) Steam Vesse	ls. †		
1850	h				
1860	}	No Information	_		
1870	11		•		
1880 1890	0.062.017	OK 200	0.940.015	. 00.4	0.0
1891	2,263,817 2,272,571	85,398 34,460	2,349,215 2,307,031	96.4	3.6
1892	2,475,922	48,230	2,507,031 2,524,152	98·5 98·1	1·5 1·9
1893	2,600,502	16,830	2,617,332	99.4	0.6
1894	2,729,606	78,202	2,807,808	$97.\overline{2}$	2.8
1895	3,142,922	110,553	3,253,475	96.6	3.4
1896	3,834,742	174,803	4,009,545	95.6	4.4
1897	4,209,742	223,047	4,432,789	95.0	5.0
1898	4,429,702	344,230	4,773,932	92.8	7.2
1899	5,282 028*	412,147	5,694,175*	92.8	7.2
1900	8,066,088*	484,392	8,550,480*	94.3	5.7
1901	8,469,847*	547,581	9,017,428*	93.9	6.1
	.1	<u>{</u>		1	ŀ
	(3.)	Sailing and Steam	Vessels. †		
1850	301,216	57,256	358,472	84-0	16.0
1860	301,216 388,217	57,256 156,661	358,472 544,878	71.2	28.8
1860 1870	301,216 388,217 314,014	57,256 156,661 55,125	358,472 544,878 369,139	71·2 85·1	28·8 14·9
1860 1870 1880	301,216 388,217 314,014 1,376,905	57,256 156,661 55,125 232,515	358,472 544,878 369,139 1,609,420	71·2 85·1 85·6	28·8 14·9 14·4
1860 1870 1880 1890	301,216 388,217 314,014 1,376,905 2,599,127	57,256 156,661 55,125 232,515 358,250	358,472 544,878 369,139 1,609,420 2,957,377	71·2 85·1 85·6 87·9	28·8 14·9 14·4 12·1
1860 1870 1880 1890 1891	301,216 388,217 314,014 1,376,905 2,599,127 2,603,145	57,256 156,661 55,125 232,515 358,250 288,462	358,472 544,878 369,139 1,609,420 2,957,377 2,891,607	71·2 85·1 85·6 87·9 90·0	28·8 14·9 14·4 12·1 10·0
1860 1870 1880 1890 1891 1892	301,216 388,217 314,014 1,376,905 2,599,127 2,603,145 2,869,237	57,256 156,661 55,125 232,515 358,250 288,462 311,295	358,472 544,878 369,139 1,609,420 2,957,377 2,891,607 3,180,532	71·2 85·1 85·6 87·9	28·8 14·9 14·4 12·1 10·0 9·8
1860 1870 1880 1890 1891 1892 1893 1894	301,216 388,217 314,014 1,376,905 2,599,127 2,603,145	57,256 156,661 55,125 232,515 358,250 288,462	358,472 544,878 369,139 1,609,420 2,957,377 2,891,607 3,180,532 3,142,245	71·2 85·1 85·6 87·9 90·0 90·2	28·8 14·9 14·4 12·1 10·0
1860 1870 1880 1890 1891 1892 1893 1894 1895	301,216 388,217 314,014 1,376,905 2,599,127 2,603,145 2,869,237 2,857,053 3,095,177 3,502,444	57,256 156,661 55,125 232,515 358,250 288,462 311,295 285,192	358,472 544,878 369,139 1,609,420 2,957,377 2,891,607 3,180,532	71·2 85·1 85·6 87·9 90·0 90·2 90·9	28·8 14·9 14·4 12·1 10·0 9·8 9·1
1860 1870 1880 1890 1891 1892 1893 1894 1895	301,216 388,217 314,014 1,376,905 2,599,127 2,603,145 2,869,237 2,857,053 3,095,177 3,502,444 4,340,257	57,256 156,661 55,125 232,515 358,250 288,462 311,295 285,192 344,157 377,632 527,462	358,472 544,878 369,139 1,609,420 2,957,377 2,891,607 3,180,532 3,142,245 3,439,334 3,880,076 4,867,719	71·2 85·6 87·9 90·0 90·2 90·9 90·0 90·3 89·2	28·8 14·9 14·4 12·1 10·0 9·8 9·1 10·0
1860 1870 1880 1890 1891 1892 1893 1894 1895 1896	301,216 388,217 314,014 1,376,905 2,599,127 2,603,145 2,869,237 2,857,053 3,095,177 3,502,444 4,340,257 4,740,862	57,256 156,661 55,125 232,515 358,250 288,462 311,295 285,192 344,157 377,632 527,462 663,303	358,472 544,878 369,139 1,609,420 2,957,377 2,891,607 3,180,532 3,142,245 3,439,334 3,880,076 4,867,719 5,404,165	71·2 85·6 87·9 90·0 90·2 90·9 90·0 90·3 89·2 87·7	28·8 14·9 14·4 12·1 10·0 9·8 9·1 10·0 9·7 10·8 12·3
1860 1870 1880 1890 1891 1892 1893 1894 1895 1896 1897 1898	301,216 388,217 314,014 1,376,905 2,599,127 2,603,145 2,869,237 2,857,053 3,095,177 3,502,444 4,340,257 4,740,862 4,847,344	57,256 156,661 55,125 232,515 358,250 288,462 311,295 285,192 344,157 377,632 527,462 663,303 755,611	358,472 544,878 369,139 1,609,420 2,957,377 2,891,607 3,180,532 3,142,245 3,439,334 3,880,076 4,867,719 5,404,165 5,602,955	71·2 85·6 87·9 90·0 90·2 90·9 90·0 90·3 89·2 87·7 86·5	28·8 14·9 14·4 12·1 10·0 9·8 9·1 10·0 9·7 10·8 12·3 13·5
1860 1870 1880 1890 1891 1892 1893 1894 1895 1896 1897 1898	301,216 388,217 314,014 1,376,905 2,599,127 2,603,145 2,869,237 2,857,053 3,095,177 3,502,444 4,340,257 4,740,862 4,847,344 5,675,497*	57,256 156,661 55,125 232,515 358,250 288,462 311,295 285,192 344,157 377,632 527,462 663,303 755,611 824,505	358,472 544,878 369,139 1,609,420 2,957,377 2,891,607 3,180,532 3,142,245 3,439,334 3,880,076 4,867,719 5,404,165 5,602,955 6,500,002*	71·2 85·6 87·9 90·0 90·2 90·9 90·0 90·3 89·2 87·7 86·5	28·8 14·9 14·4 12·1 10·0 9·8 9·1 10·0 9·7 10·8 12·3 13·5 12·7
1860 1870 1880 1890 1891 1892 1893 1894 1895 1896 1897 1898	301,216 388,217 314,014 1,376,905 2,599,127 2,603,145 2,869,237 2,857,053 3,095,177 3,502,444 4,340,257 4,740,862 4,847,344	57,256 156,661 55,125 232,515 358,250 288,462 311,295 285,192 344,157 377,632 527,462 663,303 755,611	358,472 544,878 369,139 1,609,420 2,957,377 2,891,607 3,180,532 3,142,245 3,439,334 3,880,076 4,867,719 5,404,165 5,602,955	71·2 85·6 87·9 90·0 90·2 90·9 90·0 90·3 89·2 87·7 86·5	28·8 14·9 14·4 12·1 10·0 9·8 9·1 10·0 9·7 10·8 12·3 13·5

Inclusive of the tonnage of transports carrying stores, but exclusive of the tonnage of those conveying troops.
 The figures, so far as they relate to steam vessels, represent gross tonnage.

**.** 

Foreign Trade, distinguishing National, British, and Other Ships.

Ballast in the Foreign Trade of the Principal Maritime Countries and British Colonies for a flying National, British, and Other Flags-continued.

NATAL. (1.) Sailing Vessels.

· · · · · · · · · · · · · · · · · · ·	BRITISH			Proportion per cent. to Total.		
YEARS.	(INCLUDING COLONIAL).	FOREIGN.	TOTAL.	BRITISH AND COLONIAL	POREIGN.	
1.1	Tons.	Tons.	Tons.	Per Cent.	Per Cent.	
1850 1860 1870 1880		No Info	rmation.			
1896-91*	32,752	64,451	97,203	33.7	66.3	
1891-92*	29,364	82,493	111,857	26.2	73.8	
1892-93*	26,967	71,013	97,980	27.5	72.5	
1893-94*	15,319	70,841	36,160	17.8	82.2	
1894-95*	22,876	77,634	100,510	22.8	77.2	
1896 1897	56,170	202,921	259,091	21·7 21·0	78·3 79·0	
1898	59,037 51,961	222,108 121,448	281,145 173,409	30.0	70.0	
1899	74,251	123,934	198,185	37.5	62.5	
1900	93,494	113,872	207,366	45.1	54.9	
1901	72,592	169,397	241,989	30.0	70.0	
		(2.) Stear	n Vessels.	J	1	
1850						
1860 1870 1880	•	No Infor	mation.			
1890-91*	894,079	1,170	895,249	99.9	0.1	
1891-92*	992,849	23,894	1,016,743	97.6	2.4	
1892-93*	1,050,872	43,850	1,094,722	96.0	4.0	
1893-94*	1,172,225	43,672	1,215,897	96.4	3.6	
1894-95*	1,295,707	67,705	1,363,412	95.0	5.0	
1896	1,791,552	84,350	1,875,902	95.5	4.5	
1897	2,073,898	139,420	2,213,318	93.7	6.3	
1898	2,244,199	109,214	2,353,413	95.4	4.6	
1899	2,449,765†	130,702	2,580,467†	94.9	5.1	
1900 1901	2,452,991† 3,186,724†	162,362 165,715	2,615,353† 3,352,439†	93·8 95·1	6·2 4·9	
		(3.) Sailing and	l Steam Vessels.	<u>.t</u>	<u></u>	
1850	31,293	228	31,521	99.3	0.7	
1860	26,436	3,192	29,628	89.2	10.8	
1870	39,605	8,281	47,886	82.7	17.3	
1880	355,528	47,323	402,851	88.3	11.7	
1890-91*	926,831	65,621	992,452	93.4	6.6	
1891-92*	1,022,213	106,387	1,128,60C	90.6	9.4	
1892-93*	1,077,839	114,863	1,192,702	90.4	9.6	
1893-94*	1,187,544	114,513	1,302,057	91.2	8.8	
1894-95*	1,318,583	145,339	1,463,922	90.1	9.9	
1896	1,847,722	287,271	2,134,993	86.2	13.5	
1897	2,132,935	361,528	2,494,463	85·5 90·9	14·5 9·1	
1898 1899	2,296,160 2,524,016†	230,662 254,636	2,526,822 2,778,65 <b>2</b> †	90.9	9.2	
1900	2,524,0101	276,234	2,776,0021 2,822,719†	90.2	9.8	
1901	3,259,316†	335,112	3,594,428†	90.7	9.3	
<b>-</b>	-11	,		1	1	

<sup>\*</sup> For year ended 30th June.

<sup>†</sup> Exclusive of the tonrage of transports. E 2

# PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued. FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

TABLE, No. 7.—Tonnage of Sailing and Steam Vessels Entered and Cleared with Cargoes and in series of Years, showing the percentage proportion

#### NEW ZEALAND.

#### (1.) Sailing Vessels.

	BRITISH			Proportion Tot	per cent. to
YEARS.	(INCLUDING COLONIAL).	FOREIGN.	TOTAL.	BRITISH AND COLONIAL.	PORRIGN.
1000	Tons.	Tons.	Tons.	Per Cent.	Per Cen
1850		•			
1860   (	<b>&gt;</b>	No Informs	tion.		
1880					
1890	443,727	69,194	511,921	86·5	13.5
1891	364,275	57,961	422,236	86:3	13.7
1892	354,607	72,729	427,336	83.0	17.0
1893	298,088	46,011	344,099	86.6	13.4
1894	234,869	35,430	270,299	86.9	13.1
1895	229,342	36,102	<b>265,444</b>	86.4	13.6
1896	220,242	61,063	281,305	78.3	21.7
1897	210,139	66,418	276,557	76.0	24.0
1898	202,935	65,348	268,283	75.6	24.4
1899	210,084	65,847	275,931	76.1	23.9
1 )00 1901	200,412 227,521	62,841 51,037	263,253 278,558	75·1 81·7	24·9 18·3
	1			1 32 1	
<del></del>		(2.) Steam Vess	ers.		
1850					
1860	<b>;</b>	No Inform	nation.		
1870					
1880    J 1890	704,245	96,308	800,553	ı 88·0 ı	10.0
					12.0
1891	756,160	65,926	822,086	92.0	8.0
1891 1892	756,160 826,535	65,926 77,452	822,086 903,987		8·0 8·6
1891 1892 1893	756,160 826,535 851,923	65,926 77,452 62,048	822,086 903,987 913,971	92·0 91·4	8.0
1891 1892	756,160 826,535	65,926 77,452	822,086 903,987	92·0 91·4 93·2	8·6 6·8
1891 1892 1893 1894	756,160 826,535 851,923 924,186 986,649 894,525	65,926 77,452 62,048 67,865 69,804 65,926	822,086 903,987 913,971 992,051	92·0 91·4 93·2 93·2	8·6 6·8 6·8
1891 1892 1893 1894 1895 1896 1897	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971	65,926 77,452 62,048 67,865 69,804 65,926 71,704	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675	92·0 91·4 93·2 93·2 93·4 93·1 93·4	8·0 8·6 6·8 6·8 6·6 6·9
1891 1892 1893 1894 1895 1896 1897 1898	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7	8·6 6·8 6·6 6·9 6·6
1891 1892 1893 1894 1895 1896 1897 1898 1899	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 1,343,118	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9	8·0 8·6 6·8 6·8 6·9 6·6 5·3
1891 1892 1893 1894 1895 1896 1897 1898 1899 1900	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 1,343,118 1,416,654	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9 94·7	8·0 8·6 6·8 6·6 6·9 6·6 5·3 5·1 5·3
1891 1892 1893 1894 1895 1896 1897 1898 1899	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448 1,604,069	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206 256,553	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 J,343,118 1,416,654 1,860,622	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9	8·0 8·6 6·8 6·6 6·9 6·6 5·3
1891 1892 1893 1894 1895 1896 1897 1898 1899 1900	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206 256,553	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 J,343,118 1,416,654 1,860,622	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9 94·7	8·0 8·6 6·8 6·6 6·9 6·6 5·3 5·1 5·3
1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448 1,604,069	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206 256,553	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 1,343,118 1,416,654 1,860,622	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9 94·7	8·0 8·6 6·8 6·6 6·9 6·6 5·3 5·1 5·3
1891 1892 1893 1894 1895 1896 1897 1898 1899 1900	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448 1,604,069	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206 256,553 ) Sailing and Stean No Informs 79,364	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 1,343,118 1,416,654 1,860,622 A Vessels.	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9 94·7 86·2	8·0 8·6 6·8 6·6 6·9 6·6 5·3 5·1 5·3
1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448 1,604,069	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206 256,553  No Informs 79,364 40,037	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 1,343,118 1,416,654 1,860,622 A Vessels.	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·7 94·9 94·7 86·2	8·0 8·6 6·8 6·8 6·6 6·9 6·6 5·3 5·1 5·3
1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448 1,604,069 (3.	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206 256,553  No Informs 79,364 40,037 100,365	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 1,343,118 1,416,654 1,860,622 1.050,569 538,558 819,716	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9 94·7 86·2	8.0 8.6 6.8 6.8 6.6 6.9 6.6 5.3 5.1 5.3 13.8
1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448 1,604,069 (3.	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206 256,553  No Informs 79,364 40,037 100,365 165,502	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 1,343,118 1,416,654 1,860,622   A Vessels.  Stion.  280,569 538,558 819,716 1,312,474	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9 94·7 86·2	8.0 8.6 6.8 6.6 6.9 6.6 5.3 5.1 5.3 13.8
1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901 1850 1860 1870 1880 1890 1891	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448 1,604,069 (3.	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206 256,553  No Informs 79,364 40,037 100,365 165,502 123,887	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 1,343,118 1,416,654 1,860,622   A Vessels.  Stion.  280,569 538,558 819,716 1,312,474 1,244,322	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9 94·7 86·2	8.0 8.6 6.8 6.8 6.6 6.9 6.6 5.3 5.1 5.3 13.8
1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901 1850 1860 1870 1880 1890 1891 1892	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448 1,604,069 (3.	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206 256,553  No Informs 79,364 40,037 100,365 165,502 123,887 150,181	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 1,343,118 1,416,654 1,860,622   a Vessels.  stion. 280,569 538,558 819,716 1,312,474 1,244,322 1,331,323	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9 94·7 86·2 71·7 92·6 88·0 87·4 90·0 88·7	8.0 8.6 6.8 6.6 6.9 6.6 5.3 5.1 5.3 13.8 28.3 7.4 12.0 12.6 10.0 11.3
1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901 1850 1860 1870 1880 1890 1891 1892 1893	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448 1,604,069 (3. 201,205 498,521 719,351 1,146,972 1,120,435 1,181,142 1,150,011	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206 256,553  No Informs 79,364 40,037 100,365 165,502 123,887 150,181 108,059	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 1,343,118 1,416,654 1,860,622  A Vessels.  Stion.  280,569 538,558 819,716 1,312,474 1,244,322 1,331,323 1,258,070	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9 94·7 86·2 71·7 92·6 88·0 87·4 90·0 88·7 91·4	8.0 8.6 6.8 6.8 6.6 6.9 6.6 5.3 5.1 5.3 13.8 12.0 12.6 10.0 11.3 8.6
1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901 1850 1860 1870 1880 1890 1891 1892 1893 1894	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448 1,604,069 (3. 201,205 498,521 719,351 1,146,972 1,120,435 1,181,142 1,150,011 1,159,055	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206 256,553  No Informs 79,364 40,037 100,365 165,502 123,887 150,181 108,059 103,295	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 1,343,118 1,416,654 1,860,622  A Vessels.  Stion.  280,569 538,558 819,716 1,312,474 1,244,322 1,331,323 1,258,070 1,262,350	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9 94·7 86·2 71·7 92·6 88·0 87·4 90·0 88·7 91·4 91·8	8.0 8.6 6.8 6.6 6.9 6.6 5.3 5.1 5.3 13.8 12.0 12.6 10.0 11.3 8.6 8.2
1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901 1850 1860 1870 1880 1890 1891 1892 1893 1894 1895	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448 1,604,069 (3. 201,205 498,521 719,351 1,146,972 1,120,435 1,181,142 1,150,011 1,159,055 1,215,991	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206 256,553  No Informs 79,364 40,037 100,365 165,502 123,887 150,181 108,059 103,295 105,906	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 1,343,118 1,416,654 1,860,622  A Vessels.  Stion.  280,569 538,558 819,716 1,312,474 1,244,322 1,331,323 1,258,070 1,262,350 1,321,897	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9 94·7 86·2 71·7 92·6 88·0 87·4 90·0 88·7 91·8 92·0	8.0 8.6 6.8 6.6 6.9 6.6 5.3 5.1 5.3 13.8 28.3 7.4 12.0 12.6 10.0 11.3 8.6 8.2 8.0
1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901 1850 1860 1870 1880 1890 1891 1892 1893 1894 1895 1896	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448 1,604,069 (3. 201,205 498,521 719,351 1,146,972 1,120,435 1,181,142 1,150,011 1,159,055 1,215,991 1,114,767	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206 256,553   No Informs 79,364 40,037 100,365 165,502 123,887 150,181 108,059 103,295 105,906 126,989	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 1,343,118 1,416,654 1,860,622  A Vessels.  Stion.  280,569 538,558 819,716 1,312,474 1,244,322 1,331,323 1,258,070 1,262,350 1,321,897 1,241,756	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9 94·7 86·2 71·7 92·6 88·0 87·4 90·0 88·7 91·8 92·0 89·8	8.0 8.6 6.8 6.6 6.9 6.6 5.3 5.1 5.3 13.8 12.0 12.6 10.0 11.3 8.6 8.2 8.0 10.2
1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901 1850 1860 1870 1880 1890 1891 1892 1893 1894 1895 1896 1897	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448 1,604,069 (3. 201,205 498,521 719,351 1,146,972 1,120,435 1,181,142 1,150,011 1,159,055 1,215,991 1,114,767 1,224,110	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206 256,553   No Informs 79,364 40,037 100,365 165,502 123,887 150,181 108,059 103,295 105,906 126,989 138,122	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 1,343,118 1,416,654 1,860,622  A Vessels.  Stion.  280,569 538,558 819,716 1,312,474 1,244,322 1,331,323 1,258,070 1,262,350 1,321,897 1,241,756 1,362,232	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9 94·7 86·2 71·7 92·6 88·0 87·4 90·0 88·7 91·8 92·0 89·8 89·9	8.0 8.6 6.8 6.6 6.9 6.6 5.3 5.1 5.3 13.8 12.0 12.6 10.0 11.3 8.6 8.2 8.0 10.2 12.1
1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901 1850 1860 1870 1880 1890 1891 1892 1893 1894 1895 1896 1897 1898	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448 1,604,069 (3. 201,205 498,521 719,351 1,146,972 1,120,435 1,181,142 1,150,011 1,159,055 1,215,991 1,114,767 1,224,110 1,398,157	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206 256,553   No Informs 79,364 40,037 100,365 165,502 123,887 150,181 108,059 103,295 105,906 126,989	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 1,343,118 1,416,654 1,860,622  A Vessels.  Stion.  280,569 538,558 819,716 1,312,474 1,244,322 1,331,323 1,258,070 1,262,350 1,321,897 1,241,756	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9 94·7 86·2 71·7 92·6 88·0 87·4 90·0 88·7 91·8 92·0 89·8	8.0 8.6 6.8 6.6 6.9 6.6 5.3 5.1 5.3 13.8 12.0 12.6 10.0 11.3 8.6 8.2 8.0 10.2
1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901 1850 1860 1870 1880 1890 1891 1892 1893 1894 1895 1896 1897	756,160 826,535 851,923 924,186 986,649 894,525 1,013,971 1,195,222 1,275,109 1,341,448 1,604,069 (3. 201,205 498,521 719,351 1,146,972 1,120,435 1,181,142 1,150,011 1,159,055 1,215,991 1,114,767 1,224,110	65,926 77,452 62,048 67,865 69,804 65,926 71,704 67,543 68,009 75,206 256,553   No Informs 79,364 40,037 100,365 165,502 123,887 150,181 108,059 103,295 105,906 126,989 138,122 132,891	822,086 903,987 913,971 992,051 1,056,453 960,451 1,085,675 1,262,765 1,343,118 1,416,654 1,860,622  A Vessels.  Ation.  280,569 538,558 819,716 1,312,474 1,244,322 1,331,323 1,258,070 1,262,350 1,321,897 1,241,756 1,362,232 1,531,048	92·0 91·4 93·2 93·2 93·4 93·1 93·4 94·7 94·9 94·7 86·2 71·7 92·6 88·0 87·4 90·0 88·7 91·8 92·0 89·8 89·9 91·3	8.0 8.6 6.8 6.6 6.9 6.6 5.3 5.1 5.3 13.8 12.0 12.6 10.0 11.3 8.6 8.2 8.0 10.2 12.1 8.7

Foreign Trade, distinguishing National, British, and Other Ships.

Ballast in the Foreign Trade of the Principal Maritime Countries and British Colonies for a flying National, British, and Other Flags—continued.

#### AUSTRALIAN COMMONWEALTH.

Sailing and Steam Vessels.\*

	BRITI8H	FORMICN		Proportion per cept. to Total.		
YEARS.	(INCLUDING COLONIAL).	FOREIGN.	TOTAL	British and Colonial.	POREIGN.	
	Tons.	Tons.	Tons.	Per Cent.	Per Cent	
1850	No Inform	nation.	1,090,489 †	<b>!</b> —		
1860	2,154,194† (	531,773†	2,685,967	80.2†	19.8	
1870	3,413,908	288,345	3,702,253	92.2	7.8	
1980	7,279,999	452,891†	7,732,890†	94·1†	5.9	
1890	12,480,142	1,766,664	14,246,806	87.6	12.4	
1891	14,097,603	2,146,209	16,243,812	86.8	13.2	
1892	13,961,760	1,920,887	15,882,647	87.9	12.1	
1893	13,261,828	1,463,304	14,725,132	90·1	9.9	
1894	14,477,606	1,616,462	16,094,068	90.0	10.0	
1895	15,040,897	1,806,543	16,847,440	89.3	10.7	
1896	16,122,337	2,249,906	18,372,243	87.8	12.2	
1897	17,075,783	2,872,605	19,948,388	85.6	14.4	
1898	17,522,952	2,768,177	20,291,129	86.4	13.6	
1899	18,216,272	3,161,399	21,377,671	85.2	14.8	
1900	20,204,640	3,499,564	23,704,204	85.2	14.8	
1901	,	-,,	,,		0	
_		li li	•			

Note.—The figures given in the Table are inclusive of inter-State trade. Figures exclusive of that trade cannot be given.

<sup>\*</sup> The tonnage of the Sailing and Steam Vessels cannot be distinguished for the Commonwealth of Australia.

<sup>†</sup> Exclusive of the Northern Territory of South Australia. In 1881 the total tonnage of vessels entered and cleared at ports in the Northern Territory was 101,458 tons (Fritish 86 974 tons, and Foreign 14,484 tons.)

# PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued. FOREIGN TRADE OF THE PRINCIPAL FOREIGN AND COLONIAL PORTS.

TABLE, No. 8.—Tonnage of Sailing and Steam Vessels Entered and Cleared with Cargoes and in Ballast

				E	TRANCES				
		1898.			1899.			1900.	
COUNTRY AND PORT.	Sailing Vessels.	Steam Vessels.	Total.	Sailing Vessels.	Steam Vessels.	Total.	Sailing Vessels.	Steam Vessels.	Total.
Foreign Countries :	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Russia: St. Petersburg Odessa Riga Batoum	88,295 11,959 82,343 62,045	1,428,738 1,606,242 979,830 868,923	1,517,033 1,618,201 1,062,173 930,968	77,726 13,441 69,798 38,672	1,583,801 1,316,737 974,382 931,127	1,161,527 1,330,178 1,044,180 969,799	59,495 8,719 80,111 46,955	1,487,137 1,197,959 835,516 794,605	1,546,632 1,206,678 915,627 841,560
Norway: Christiania	194,958	778,762	973,720	173,202	818,039	991,241	210,623	782,886	993,509
Sweden: Malmo	90,028 87,844 68,610 75,011	1,161,803 901,070 809,941 646,379	1,251,831 988,914 878,551 721,390	91,032 72,647 74,101 81,726	1,193,981 1,052,646 879,804 742,289	1,285,013 1,125,293 953,905 824,015	117,682 95,596 84,139 84,647	1,425,356 1,037,182 906,050 707,477	1,543,039 1,132,778 990,189 792,124
Denmark: Copenhagen	2.57,281	2,399,795	2,657,076	220,049	2,386,331	2,606,380	261,149	2,482,542	2,743,691
GERMANY: Hamburg Stettin Bremerhaven	439,771 91,206 40,740 51,645	6,225,515 1,155,694 1,052,242 596,919	6,665,286 1,246,900 1,092,982 648,564	521,004 101,612 35,930 45,985	6,516,290 1,106,399 1,031,669 593,693	7,037,294 1,208,011 1,067,599 639,678	423,979 88,480 26,502 51,681	6,898,497 1,196,741 1,036,060 646,746	7,322,476 1,285,221 1,062,562 698,427
Holland: Rotterdam Amsterdam	178,972 31,544	5,269,662 1,318,910	5,449,634 1,353,454	196,407 20,659	5,760,030 1,525,879	5,956,437 1,546,538	176,037 19,561	5,794,358 1,440,104	5,970,395 1,459,665
Belgium: Antwerp	267,640 36,582	6,155,166 1,164,939	6,422,806 1,201,521	278,144 32,881	6,559,657 1,124,026	6,837,801 1,156,907	236,577 31,534	6,459,793 1,051,778	6,696,370 1,083,312
FRANCE:  Marseilles	154,196 238,465 32,841 30,145 246,240 68,640 23,374	4,211,569 2,053,576 423,505 865,979 1,147,716 973,360 816,675	4,365,765 2,292,041 456,346 896,124 1,393,956 1,042,000 840,049	153,007 141,541 30,926 31,276 190,628 58,150 22,202	4,542,161 2,034,150 958,117 1,164,175 1,113,294 942,185 876,400	4,695,168 2,175,691 989,043 1,195,451 1,303,922 1,000,335 898,602	130,313 117,989 35,291 17,527 174,800 56,805 23,626	4,499,286 2,018,273 1,732,887 1,393,277 1,093,986 1,030,617 1,054,172	4,629,599 2,136,262 1,768,178 1,410,804 1,268,786 1,087,422 1,077,798
Portugal: Lisbon Funchal (Madeira) Ponta Delgada (Azores)	100,997 20,905 57,276	3,591,945 2,348,341 955,920	3,692,942 2,369,245 1,013,196	75,154 27,110 35,008	3,196,602 2,207,735 1,308,544	3,271,756 2,234,845 1,343,552	88,772 32,612 37,649	3,365,355 3,361,186 1,250,652	3,454,127 3,393,798 1,288,301
SPAIN: Bilbao Barcelona Cadiz Valencia	3,619 69,052 84,236 23,950	2,059,259 1,387,521 807,125 774,059	2,062,878 1,456,573 891,361 798,009	2,504 65,118 75,996 30,528	2,733,560 1,624,053 854,653 812,755	2,736,064 1,689,171 30,649 3,283	8,306 66,266 53,441 40,899	2,344,317 1,664,487 902,273 775,473	2,352,623 1,730,753 955,714 816,372
ITALY: Genoa	141,851 23,111 17,270 17,525 72,185 5,307	3,748,922 2,333,266 1,434,446 1,106,823 1,080,864 1,264,136	3,890,773 2,356,377 1,451,716 1,124,348 1,153,049 1,269,443	157,491 24,263 21,421 10,621 80,770 3,888	3,832,815 2,306,303 1,419,059 1,248,415 1,186,262 1,204,303	3,990,306 2,330,566 1,440,480 1,259,036 1,267,032 1,208,191	171,885 24,839 20,785 9,924 83,267 2,846	4,141,719 2,612,725 1,444,922 1,196,576 1,102,808 1,052,597	4,313,604 2,637,564 1,465,707 1,206,500 1,186,075 1,055,443
Austria: Trieste*	82,926	1,494,809	1,577,235	86,620	1,562,898	1,649,518	78,282	1,552,204	1,630,486
Hungary:	55,823	717,071	772,894	57,923	742,111	800,034	50,339	807,742	858,081

<sup>\*</sup> Excluding vessels engaged in the Trade

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued.

FOREIGN TRADE OF THE PRINCIPAL FOREIGN AND COLONIAL PORTS.

in the Foreign Trade at the Principal Foreign and Colonial Ports in the years 1898 to 1900 inclusive.

				LKARANCE	63.				
	1898.			1899.			1900.		COUNTRY AND PORT
siling essels.	Steam Vessels.	Total.	Sailing Vessels.	Steam Vessels.	Total.	Sailing Vessels.	Steam Vessels.	Total.	COUNTRY AND PORT
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Foreign Countries:
83,982 11,637 76,384	1,399,001 1,598,811 969,300	1,482,983 1,610,448 1,045,684	80,892 12,436 69,506	1,553,416 1,303,345 993,045	1,634,308 1,315,781 1,062,551	63,688 10,316 84,691	1,439,729 1,044,225 855,398	1,503,417 1,054,541 940,089	RUSSIA: St. Petersburg Odessa Riga
60,104	841,723	901,827	39,822	907,293	947,115	45,046	785,746	830,792	Batoum Norway:
124,153	518, <b>43</b> 7	642,590	97,617	537,874	635,491	104,463	515,643	620,106	Christiania
53,534 85,472 38,733 30,968	967,987 923,782 754,259 504,350	1,021,521 1,009,254 792,992 535,318	56,341 69,094 40,184 38,074	977,395 1,056,168 828,896 497,401	1,033,736 1,125,262 869,080 535,475	60,309 67,520 45,489 37,180	1,226,623 1,043,688 869,722 508,280	1,286,932 1,111,208 915,211 545,460	Sweden: Malmo Gothenburg Helsingborg Stockholm
267,495	2,411,949	2,679,444	235,806	2,431,532	2,667,338	<b>269</b> ,121	2,490,022	2,759,143	DENMARK: Copenhagen
467,008 82,221 43,578 36,784	6,311,030 1,078,006 1,068,258 577,774	6,778,038 1,160,227 1,111,836 614,558	536,988 92,092 38,109 41,296	6,620,588 1,056,281 1,029,734 595,963	7,157,576 1,148,373 1,067,843 637,259	467,351 72,273 29,411 40,657	6,936,761 1,136,648 1,092,017 604,317	7,404,112 1,208,921 1,121,428 644,974	GERMANY: Hamburg Stettin Bremerhaven. Bremen
177,945 40,044	5,131,906 1,351,193	5,309,851 1,391,237	193,453 31,445	5,634,878 1,564,964	5.828,331 1,596,409	165,145 18,814	5,597,822 1,493,182	5,762,967 1,511, <del>9</del> 96	HOLLAND: Rotterdam Amsterdam
276,399 36,694	6,206,802 1,157,976	6,483,201 1,194,670	265,802 32,558	6,46),854 1,119,083	6,735,656 1,151,641	249,334 31,384	6,420,378 1,055,127	6,669,712 1,086,511	Brigium: Antwerp Ostend
155,668 224,953 33,886 96,340 246,873 48,176 23,922	4,663,463 2,254,120 426,453 872,417 1,107,651 1,018,630 790,525	4,819,131 2,479,073 460,339 898,757 1,354,524 1,066,806 814,447	148,926 137,992 35,670 28,393 185,810 35,169 22,206	4,785,020 2,198,087 950,212 1,169,234 1,052,615 1,016,063 852,127	4,933,946 2,336,079 985,842 1,197,627 1,238,425 1,051,232 874,333	171,603 123,430 40,043 17,607 169,268 33,344 31,319	4,762,342 2,146,467 1,733,663 1,394,486 1,102,001 1,111,234 1,028,539	4,933,945 2,269,897 1,773,706 1,412,093 1,271,269 1,144,578 1,059,858	FRANCE: Marseilles Havre Cherbourg Boulogne Dunkirk Bordeaux Rouen
87,945 19,055 53,702	3,629,526 2,371,087 957,312	3,717,471 2,390,142 1,011,014	72,920 27,566 34,008	3,220,836 2,226,878 1,289,084	3,293,756 2,254,444 1,323,092	82,799 33,140 32;804	3,339,085 3,377,369 1,258,529	3,421,884 3,410,509 1,291,333	Portugal: Lisbon Funchal (Madeira) Ponta Delgada (Azores):
 45,195 91,878 15,944	2,202,504 1,217,704 826,710 967,986	2,202,504 1,262,899 918,588 983,930	32,770 74,811 18,595	2,633,969 1,220,405 765,346 1,048,201	2 683,969 1,253,175 840,157 1,066,796	35,040 60,236 28,908	2,342,239 1,141,445 918,651 1,016,230	2,342,239 1,176,485 978,887 1,045,138	SPAIN: Bilbao Barcelona Cadiz Valencia
122,474 7,309 11,388 6,743 67,785 5,979	3,543,827 2,326,233 1,420,042 1,079,185 1,269,579	3,666,301 2,333,542 1,431,441 1,305,785 1,146,970 1,275,558	123,458 8,292 14,605 7,355 65,773 4,877	3,556,515 2,342,876 1,412,595 1,424,500 1,172,365 1,209,042	3,679,973 2,351,168 1,427,200 1,431,855 1,238,138 1,213,919	143,082 14,113 14,776 5,921 75,957 4,178	3,976,290 2,625,433 1,437,813 1,353,128 1,102,588 1,048,965	4,119,372 2,639,546 1,452,589 1,559,049 1,178,545 1,053,143	ITALY: Genoa Naples Leghorn Messina Venice Brindisi
89,905	1,483,874	1,573,779	81,408	1,553,712	1,635,120	79,197	1,565,145	1,644,342	Austria : Trieste*
62,625	729,503	792,128	59,492	812,390	871,882	59,831	915,474	975,305	Hungary: Fuime*

be ween Austria and Hungary.

# PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued. FOREIGN TRADE OF THE PRINCIPAL FOREIGN AND COLONIAL PORTS—continued.

TABLE, No. 8.—Tonnage of Sailing and Steam Vessels Entered and Cleared with Cargoes and in Ballast

				E	NTRANCES	3.			
COUNTRY AND PORT.		1898.			1899.			1900.	
	Sailing Vessels.	Steam Vesrels.	Total,	Sailing Vessels.	Steam Ves-els.	Total.	Sailing Vessels.	Steam Vessels.	Total.
Foreign Countries :—contd.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
United States: *  New York	762,981 224,381 248,655 54,098 42,204 549,741	· 7,008,431 1,686,109 1,387 494 1,600,263 1,556,353 546,538	7,771,412 1,910,490 1,636,149 1,654,361 1,598,557 1,096,279	654,764 177,116 147,397 55,498 78,399 463,401	7,052,713 1,952,679 1,511,020 1,549,592 1,360,784 624,650	7,707,477 2,129,795 1,658,417 1,605,090 1,439,183 1,088,051	591,963 135,819 164,916 49,302 47,956 482,300	7,584,798 2,100,247 1,685,740 1,628,083 1,627,478 869,418	8,176,761 2,236,066 1,850,656 1,677,385 1,675,434 1,351,718
Mexico: * Vera Cruz Tampico	} .	   Information   not available 	{	29,080 23,287	942,855 712,371	971, <b>93</b> 5 735, <b>6</b> 58	17,412 25,280	901,364 899,672	918,776 924,952
URUGUAY: Monte Video	130,995	1,945,884	2,076,879	128,573	2,174,786	2,303,359	117,760	2,201,194	2,318,954
Argentine: Buenos Ayres	<b>457,83</b> 6	2,564,298	3,022,134	485,818	2,816,327	3,302,145	406,726	2,382,855	2,789,581
CHILE: Valparaiso	164,862	603,625	768, <del>4</del> 87	193,902	639,348	833,250	204,356	641,282	845,638
CHINA: † Shanghai Chinkiang Wuhu Canton	197,959 147,036 31,190 14,415	3,896,291 1,619,210 1,454,270 1,824,990	4,094,250 1,766,246 1,485,460 1,839,405	151,896 163,060 36,517 21,999	4,338,366 1,932,648 1,643,132 1,848,355	4,490,262 2,095,708 1,679,649 1,870,354	130,091 147,474 24,483 8,616	4,596,350 2,207,570 1,855,717 1,751,498	4,726,441 2,355,044 1,880,200 1,760,114
Japan : Nagasaki	34,226	1,213,011	1,247,237	33,770	1,205,225	1,238,995	Inform	ation not ava	alable.
British Colonies and Possessions :					·				
libraltar	42,347	4,521,475	4,563,822	45,896	4,282,963	4,328,859	46,886	4,408,197	4,455,083
Malta	61,551	3,502,177	3,563,728	62,346	3,235,366	3,297,712	64,512	3,473,576	3,538,088
Aden ‡ ¶	_	2,636,294	2,636,294	_	2,467,665	2,467,665	698	2,349,009	2,349,707
India: ‡    Calcutta Bombay	169,290 31,898	959,321 1,339,385	1,128,611 1,371,283	121,316 23,974	984,257 1,237,973	1,105,57 <b>3</b> 1,261,947	52,611 20,747	1,134,995 1,130,740	1,187,606 1,151,487
Ceylon : Colombo § - · ·	61,950	2,914,328	2,976,278	56,804	2,187,378	2,244,182	58,243	3,774,501	3,832,744
Straits Settlements : ** Singapore Penang	24,382 6,242	4,120,374 1,874,212	4,144,756 1,880,454	48,488 4,379	4,367,772 1,865,725	4,416,260 1,870,104	26,053 3,446	4,809,995 2,097,256	4,836,048 2,100,702
Hong Kong: Victoria ++	No Infor	mation.	6,639,702	No Infor	nation.	6,720,769	No Infor	mation.	7,021,982
Cape Town	240,666	1,179,898	1,720,564	262,342	1,824,553	2,086,895	348,050	3,083,165	3,431,215
Australia:  Melbourne	190,871 282,492 No Info 19,769	2,123,981 mation.	2,379,703 2,406,473 1,513,266 865,581	179,895 266,946 No Infor 32,655		2,535,186 2,589,457 1,490,204 921,680	225,598 303,545 No Infor 33,172		2,827,949 2,716,651 1,519,902 1,032,435
Canada: * Montreal (Ocean Trade) - Halifax -	4,231 90,739	1,045,538 538,677	1,049,769 629,416		1,155,576 642,057	1,162,912 739,852	8,535 123,589	1,010,367 743,400	1,018,902 866,989

Note.—The figures given for the Ports in Spain, Italy and Mexico include the tonnage of Vessels (engaged in the Foreign trade) calling at several ports in the course of the same voyage, the tonnage of such vessels being taken account of at each port of call.

<sup>\*</sup> Years ended 30th June.

<sup>†</sup> The figures given for the Ports in China include the tonnage of vessels engaged in the coasting trade between the various Treaty Ports, the particulars for vessels engaged in the Foreign trade at each port not being separately distinguished in the published returns.

<sup>‡</sup> For the twelve months ended 31st March of the years following those stated.

Exclusive of Native Craft, and of Vessels engaged in trade with Foreign Indian ports.

! }.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued.

FOREIGN TRADE OF THE PRINCIPAL FOREIGN AND COLONIAL PORTS—continued.

in the Foreign Trade at the Principal Foreign and Colonial Ports in the years 1898-1900 inclusive-continued.

		CLEARANCES.										
COUNTRY AND PORT		1900.			1899.	,		1898.				
COUNTRY AND FOR	Total.	Steam Vessels.	Sailing Vessels.	Total.	Steam Ves-els.	Sailing Vessels.	Total.	Steam Vessels.	Sailing Vessels.			
Foreign Countries—cont	Tone.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.			
United States: * New York Boston and Charlestown Philadelphia Baltimore New Orleans San Francisco	7,843,529 1,909,121 1,885,959 1,775,269 1,720,008 1,339,648	7,215,285 1,737,182 1,724,381 1,722,275 1,676,027 852,912	628,244 171,939 161,578 52,994 43,981 486,736	7,496,279 1,872,748 1,688,391 1,729,202 1,431,856 977,827	6,856,556 1,708,127 1,489,133 1,663,616 1,383,020 637,617	639,723 164,621 199,258 65,586 48,836 340,210	7,576,630 1,661,872 1,592,589 1,824,970 1,641,960 1,119,559	6,798,409 1,463,256 1,357,785 1,771,785 1,602,358 538,338	778,221 198,616 234,804 53,185 39,602 581,221			
Mexico: * Vera Cruz Tampico	928,157 766,241	910,737 746,176	17, <b>42</b> 0 20,065	770,356 628,261	740,508 606,836	29,848 21,425	{	Information ot available.	Ţ			
URUGUAY: Monte Video	2,052,723	1,970,947	81,776	2,191,171	2,084,853	106,318	1,992,991	1,888,325	104,666			
ARGENTINE: Buenos Ayres	2,505,323	2,148,626	356,697	2,969,196	2,524,128	<b>445,06</b> 8	2,736,076	2,383,675	352,401			
CHILE: Valparaiso	644,358	624,716	19,642	651,133	<b>627</b> ,612	<b>23,</b> 521	620,784	600,185	20,599			
CHINA: † Shanghai Chinkiang Wuhu Canton	4,705,978 2,353,072 1,881,271 1,764,679	4,580,489 2,205,882 1,857,455 1,756,146	125,489 147,190 23,816 8,533	4,447,681 2,096,032 1,672,601 1,870,766	4,299,954 1,932,648 1,635,844 1,848,641	147,727 163,384 36,757 22,125	4,110,778 1,765,739 1,484,104 1,836,762	3,911,614 1,619,210 1,453,100 1,822,473	199,164 146,529 31,004 14,289			
Japan : Nagasaki	ilable.	tion not ava	Informa	980,849	946.251	34,598	920,608	890,355	30,253			
British Colonies and Possessions :												
Gibraltar.	4,414,654	4,371,833	42,821	4,299,678	<b>4,263,</b> 501	36,177	4,550,568	4,509,643	40,925			
Malta.	3,531,542	3,468,096	63,446	3,292,942	3,227,294	65,648	3,581,993	3,521,198	60,795			
Aden. ‡¶	2,346,042	2,345,344	698	2,477,879	2,477,879		2,624,986	2,624,986	_			
India: ‡    Calcutta. Bombay.	1,245,147 8 <b>62,4</b> 05	1,194,427 843,697	50,720 18,708	1,155,380 996,701	1,017,759 977,090	137,621 19,611	1,1 <b>39,46</b> 3 1,097,039	967,572 1,070,889	171,891 26,150			
Ceylon: Colombo §	3,833,704	3,775,576	58,128	2,236,097	2,179,730	56,367	2,581,459	2,518,256	63,203			
Straits Settlements: * * Singapore. Penang.	4,833,989 2,095,796	4,802,933 2,092,056	31,056 3,740	4,409,913 1,873,311	<b>4,366</b> ,078 1,868,932	43,835 4,379	4,142,428 1,880,644	4,105,152 1,874,402	37,276 6,242			
Hong Kong: Victoria. † †	7,000,185	rmation.	No info	6,716,378	rmation.	No info	6,613,031	rmation.	No info			
Cape Town.	2,565,692	2,253,172	312,520	1,651,385	1,404,621	246,764	1,470,449	1,208,985	261,464			
Australia: Melbourne. Sydney. Adelaide. Albany.	2,721,875 2,109,739 1,408,185 994,435	2,496,439 1,997,457 rmation. 960,716	225,436 112,282 No info 33,719	2,411,932 1,977,067 1,427,426 871,219	2,260,681 1,864,739 mation. 832,757	151,251 11 <b>2,328</b> No infor 38,462	2,304,060 1,898,845 1,494,099 832,552	2,127,992 1,771,669 rmation 810,485	176,06° 127,176 No infor 22,067			
Canada: * Montreal (Ocean Trade). Halifax.	1,049,411 840,7 <b>9</b> 6	1,047,523 756,621	1,888 8 <b>4,</b> 175	1,226,857 718,441	1,215,463 618,598	11,394 99,843	1,131,379 610,0 <del>6</del> 2	1,125,580 529,786	5,799 80,276			

TExclusive of Native Craft.

<sup>§</sup> Exclusive of the tonnage of vessels that called for the purpose of coaling and for orders. The figures are taken from the Ceylon Administration Reports.

<sup>\*\*</sup> Exclusive of Warships, Transports, Yachts, Native Craft, and Vessels under 50 tons. The trade between the Settlements is included.

†† Exclusive of Chinese junks engaged in the Foreign Trade. The tonnage of these vessels entered and cleared was 1,106,333 tons and 1,124,637 tons respectively in 1900.

# TRADE OF BRITISH INDIA WITH PRINCIPAL COUNTRIES.

TABLE, No. 9.—Tonnage of Sailing and Steam Vessels Entered and Cleared the Years 1882-83 to 1900-01, distinguishing

(a)	Entrances
lwi	

Y	BAI	ıs		United Kingdom.	British Possessions.	Foreign Co	UNTRIES.
ending 8	ding 31st March).			United Kingdom.	British Possersions.	Austria-Hungary.	France.
				Tons.	Tons.	Tons.	Tons.
1882-83	-			1,364,552	1,405,735	82,462	50,265
1883–84	-	-		1,493,587	1,351,565	81,333	77,501
1 <b>884</b> –85	-	-	-	1,522,559	1,161,325	59,994	26,905
1885–86	-	-	-	1,642,070	1,386,931	58,567	5,456
1886–87	•	-	-	1,498,989	1,386,109	42,497	3,556
1887–88	-	-	-	1,674,284	1,241,445	59,561	_
1888–89	•	-	-	1,554,279	1,353,118	42,923	2,550
1889-90	•	-	-	1,341,475	1,548,784	53,391	2,166
1990-91	•	•	-	1,433,654	1,608,098	49,161	851
1891-92	-	•	•	1,450,896	1,563,290	52,105	57,751
1 <b>892</b> –93	-	-	-	1,403,162	1,477,199	55,703	9,253
18 <b>93</b> – <b>94</b>	-	•	-	1,338,015	1,408,051	66,884	5,338
18 <b>94</b> –95	-	•.	-	1,604,089	1,542,667	60,049	9,629
1895–96	-	-	-	1,412,425	1,628,089	64,591	23,347
1896-97	-	•	-	1,191,295	1,632,351	85,238	38,825
897-98	-	-	-	1,159,730	1,689,434	77,637	22,109
1898-99	-	•		1,164,339	2,020,694	88,955	45,079
1899-190	0	•	-	1,166,773	1,974,748	123,141	31,309
900-01	•	-	-	922,474	2,112,037	98,161	29,379

### (b) Clearances

•			77	n with n	Foreign Co	UNTRIES.
			United Kingdom.	British Possessions.	Austria-Hungary.	France.
•			Tons.	Tons.	Tons.	Tons.
1882-83	-	-	1,558,246	863,918	67,896	306,722
1883-84 -	-	-	1,499,067	813,457	77,644	368,003
1884-85 -	•	-	1,386,428	801,539	70,483	288,364
1885-86 -	•	-	1,537, <b>694</b>	900,600	61,850	271,651
1886-87 -	•	-	1,464,489	873,510	81,449	271,085
1887-88 -			. 1,410,846	963,411	<b>69,</b> 687	229,461
1888-89 -	-	•	1,380,150	932,531	52,061	272,839
1889-90 -	•		1,368,914	1,002,574	56,975	206,321
1890-91 -			1,226,001	1,173,549	54,945	202,768
1891-62 -		-	1,399,668	1,112,754	50,264	370,180
1892-93 -	-		1,315,489	993,674	58,298	238,667
1893-94 -		-	1,316,349	1,028,058	68,712	321,014
1894-95 •	•	-	1,180,55 <b>3</b>	1,230,429	79,857	259,916
1895-96 -		-	1,254,805	1,269,892	68,874	217,375
1896-97 -	•		1,115,415	1,236,281	65,184	183,430
1897-98 -		• 1	1,123,526	1,332,404	96,632	160,483
1898-99 •		-	1,260,404	1,343,891	98.689	247,023
1899-1900		-	1,186,549	1,254,237	97,366	182,974
1900-01 -		-	1,068,855	1,409,628	131,758	170,760

### TRADE OF BRITISH INDIA WITH PRINCIPAL COUNTRIES.

with Cargoes and in Ballast in the Foreign Trade of British India in each of the Countries with which Trade is carried on.

### - - (a) Entrances.

Fo	REIGN COUNTRI	<b>88.</b>	TOTAL, Foreign	TOTAL,	YEARS
Germany.	Italy.	America.*	Countries.	Foreign Trade.	(ending 31st March
Tons.	Tons.	Tons.	Tons.	Tons.	
14,405 53,954 15,611 63,102		171,505	768,591	3,538,878	1882-8 <b>3</b> .
		143,731	787,153	3,632,305	1883-84.
10,133	41,515	139,938	607,125	3,291,009	1884-85.
12,173	59,827	133,309	611,686	3,640,687	1885-8 <b>6.</b>
27,659	74,290	124,164	629,574	3,514,672	1886–87.
17,079	48,683	102,251	598,485	3,514,214	1887–88.
7,726	52,205	70,667	542,782	3,450,179	1888-89.
37,434	49,407	181,942	767,922	3,658,181	1889–90.
88,870	47,141	152,579	821,089	3,862,841	1890-91.
142,277	113,681	141,145	1,294,189	4,308,375	1891-92.
114,627	46,686	195,225	1,021,835	3,902,198	1892–93.
143,898	42,166	206,445	1,051,845	3,797,911	1893-94.
172,245	45,455	126,128	1,009,630	4,156,386	1894-95.
167,211	42,978	106,383	1,087,525	4,128,039	1895 <b>-96.</b>
150,783	32,255	83,024	1,060,343	3,883,989	1896-97.
149,052	33,905	95,005	1,068,597	3,917,761	1897-98.
139,316 66,689 76,08		76,088	1,398,153	4,583,186	18 <b>98-99.</b>
146,311	40,044	58,951	1,328,827	4,470,348	1899-1900.
151,733	40,776	42,224	1,190,731	4,225,242	1900-01.

# - (b) Clearances.

F0	REIGN COUNTRI	ES.	TOTAL, Foreign	TOTAL,	
Germany.	Italy.	America.*	Countries.	Foreign Trade.	
Tons.	Tons.	Tons.	Tons.	Tons.	
19,437	52,979	147,348	1,110,842	3,533,006	1882-83.
17,764	29,918	149,232	1,305,774	3,618,298	1883-84.
18,719	54,599	164,173	1,170,794	3,358,761	1884-85.
16,284	65,857	123,363	1,215,608	3,653,902	1885-86.
21,739	193,505	• 129,735	1,319,522	3,657,521	1886-87.
36,755	150,767	170,572	1,300,994	3,675,251	1887-88.
31,963	92,733	137,886	1,220,472	3,533,153	1888-89.
61,474	83,839	161,647	1,285,917	3,657,405	1889-90.
117,485	77,598	198,195	1,422,563	3,822,113	1890–91.
137,068	86,945	149,196	1,769,854	4,282,276	1891-92.
178,167	69,811	167,200	1,480,932	3,790,095	1892-93.
167,081	77,752	115,597	1,523,568	3,867,975	1893-94.
220,074	55,980	202,695	1,688,454	4,099,436	1894-95.
189,247	75,567	153,563	1,573,864	4,098,561	1895–96.
190,803	61,952	126,130	1,462,900	3,814,596	1896–97.
208,833	<b>59,53</b> 8	179,411	1,410,939	3,866,869	1897-98.
271,106	94,412	139,560	1,928,165	4,532,460	1898-99.
234,082	61,102	119,550	1,716,352	4,157,138	1899-1900.
226,908	<b>5</b> 5,820	115,473	1,565,705	4,044,188	1900-01.

 $<sup>^*</sup>$  Including United States, and Central and South America; also West Indies (other than British). **6654.** 

# Foreign Trade of British India—Distinguishing Nationalities.

TABLE, No. 10.—Tonnage of Sailing and Steam Vessels Entered and Cleared years 1882–1883 to 1900–01, distinguishing

# (a) Entrances. -

YEARS			For	EIGN NATIONALIT	ries.
ending 31st March).	British.	British Indian.	Austro- Hungarian.	French.	German.
	Tons.	Tons.	Tons.	Tons.	Tons.
1882-83	2,686,523	189,197	69,366	84,732	110,882
1883-84	2,806,426	176,708	65,706	135,062	79,852
1884-85	2,581,353	146,687	69,319	97,003	79,584
1885–86	2,895,603	135,333	. 71,302	82,339	104,453
1886-87	2,745,162	133,865	89,502	53,802	131,168
1887 -88	2,823,712	136,968	101,492	39,557	86,527
888-89	2,814,877	155,234	87,937	51,923	56,147
889-90	2,960,551	156,670	90,214	64,490	93,319
1890-91	3,161,765	153,378	87,628	62,121	135,976
1891-92	3,563,678	146,659	81,415	53,973	165,766
1892-93	3,158,225	150,124	88,067	41,998	203,785
1893-94	3,076,277	134,821	112,790	41,981	193,586
189495	3,406,546	145,711	107,770	40,174	187,624
1895-96	3,314,415	131,049	113,347	79,285	224,007
1896-97	3,086,971	138,101	133,382	79,677	217,244
1897-98	3,127,061	142,882	127,283	60,741	198,815
898-99	3,770,391	108,641	119,781	90,315	215,217
899-1900	3,650,004	72,690	179,689	86,589	212,895
900-01	3,333,480	92,236	189,905	102,732	261,833

# (b) Clearances.

				1	Fore	Tons. 106,352 151,521 115,036 94,496 53,591 37,735 51,915 51,914 48,593 45,800 37,196 44,249 41,308 83,203 76,722 59,672 91,772	ries.
			British.	British Indian.	Austro- Hungarian.	French.	German.
		-	Ions.	Tons.	Tons.	Tons.	Tons.
882-83 -	-	-	2,680,247	171,992	68,849	106,352	102,613
883-84 -		-	2,762,250	171,141	64,365	151,521	83,229
1884–85	-	-	2,627,613	140,639	67,623	115,036	81,187
885–86 -		-	2,874,566	169,211	66,544	94,496	101,176
1886-87 -	-	-	2,888,614	138,215	93,284	53,591	132,611
1887-88 -		-	2,949,035	140,229	102,214	<b>37</b> ,735	95,633
.888-89 -	-	-	2,898,135	155,820	92,638	51,915	54,118
889•90 -		-	2,991,705	149,081	91,725	51,914	87,677
890-91 -	-	-	3,174,670	140,850	77,131	48,593	117,689
891-92 -	-	-	3,583,354	148,963	84,115	45,800	143,496
892–93 -	-	-	3,072,646	156,185	89,625	37,196	162,155
1893-94 -	-	-	3,186.479	136,788	109,812	44,249	166,060
1894–95 -		-	3,378,303	142,481	110,260	41,308	174,830
1895–96 -		-	3,323,827	130,804	124,011	83,203	199,746
1896-97 -	-	-	3,078,271	137,856	106,347	76,722	193,970
1897–98 -	-	-	3,087,527	138,500	138,203	59,672	192,678
1898-99 -		-	3,697,915	108,062	144,624	91,772	225,096
1899-1900		-	3,389,763	68,596	147,374	88,737	208,068
1900-01 -	-	-	3,197,027	88,981	174,570	87,873	258,595

# Foreign Trade of British India—Distinguishing Nationalities.

with Cargoes and in Ballast in the Foreign Trade of British India in each of the the Nationalities of the Vessels.

### (a) Entrances.

	For	Tons. 43,266 20,737 36,270 28,592 40,225 44,044 20,961 22,197 19,134 15,814 3,416 3,438 8,606 4,080 1,172 3,030	TES.			YEARS		
	Italian.	American.	Тотај	Native.	Total.	(ending 31st March).		
	Tons.	Tons.	Tons.	Tons.	Tons.			
İ	1 <b>3</b> 9,352	43,266	575,527	87,631	3,538,878	1882-83.		
-	120,292	20,737	565,483	83,688	3,632,305	1883-84.		
	69,336	36,270	494,284	68,685	3,291,009	1884-85.		
ı	79,533	28,592	537,480	72,271	3,640,687	1885-86.		
l	<b>93,05</b> 5	40,225	559,861	75,784	3,514,672	1886-87.		
	98,104	44,044	470,223	83,311	3,514,214	1887-88.		
	109,224	20,961	399,104	80,964	3,450,179	1888-89.		
	91,557	22,197	456,706	84,254	3,658,181	1889-90.		
	80,822	19,134	463,672	84,026	3,862,841	1890-91.		
- 1	85,238	15,814	507,944	90,094	4,308,375	1891-92.		
	73,541	3,416	507,901	85,946	3,902,196	1892-93.		
1	61,050	3,438	504,074	82,739	3,797,911	1893-94.		
:	60,937	8,606	525,233	78,896	4,156,386	1894-95.		
	57,245	4,080	601,607	80,968	4,128,039	1895-96.		
	48,150	1,172	581,725	77,192	3,883,989	1896-97.		
	51,788	3,030	572,046	75,772	3,917,761	1897-98.		
	<b>58,39</b> 8	2,066	637,849	66,305	4,583,186	1898-99.		
,	58,146	2,461	691,897	55,757	4,470,348	1899-1900.		
	63,262	_	740,140	59,386	4,225,242	1900-01.		

### (b) Clearances.

For	REIGN NATIONALIT	TIES.		_	
Italian.	American.	TOTAL.	Native.	TOTAL.	
Tons.	Tons.	Tons.	Tons.	Tons.	
142,102	42,186	592,766	88,001	3,533,006	1882-83.
128,316	31,296	596,539	88,368	3,618,298	1883-84.
74,568	28,268	513,390	77,119	3,358,761	1884-85.
85,255	26,644	534,063	76,062	3,653,902	1885-86.
90,367	27,769	542,864	87,828	3,657,521	1886-87.
108,134	53,463	498,780	87,207	3,675,251	1887-88.
105,582	23,889	394,067	85,131	3,533,153	1888-89.
85,643	21,846	428,598	88,021	3,657,405	1889-90.
79,054	19,257	421,012	85,581	3,822,113	1890-91.
82,688	<b>1</b> 5,100	468,904	81,055	4,282,276	1891-92.
77,699	11,694	480,806	80,458	3,790,095	1892-93.
63,829	2,205	468,774	75,934	3,867,975	1893-94.
58,581	3,550	500,760	77,892	4,099,436	1894-95.
58,083	4,210	568,093	75,837	4,098,561	1895-96.
48,705	978	521,341	77,128	3,814,596	1896-97.
55,604	1,858	565,923	74,919	3,866,869	1897-98.
58,438	1,320	659,755	66,728	4,532,460	1898-99.
57,761	1,026	644,723	54,056	4,157,138	1899-1900.
65,186	_	699,485	58,695	4,044,188	1900-01.

#### PART II.

#### TONNAGE ON REGISTER.

TABLE, No. 11.—Tonnage of the Merchant Navies of the British Empire, the United Kingdom, (1.) Sailing and Steam Vessels.

	1							_
Countries.	1840.	1850.	1860.	1870.	1880.	1890.	1891.	
United Kingdom (including Channel Islands and	Tons. 2,768,262	Tons. 3,565,133	Tons. 4,658,687	Tons. 5,690,789	Tons. 6,574,513	Tons. 7,978,538	Tons. 8,279,297	1
Isle of Man) - J Canada Newfoundland Australia J New Zealand J	286,887 43,949 27,741{	396,470 51,869 53,543 3,293	546,973 92,639 137,896 8,717	819,665 76,947 182,434 27,306	1,237,848 86,561 209,949 64,457	995,397 98,619 296,359 73,056	975,463 100,190 285,968 75,827	2 3 4 5
British India (including Ceylon) Other British Possessions*	184,699	162,654	266,056	351,993	89,282 184,561	70,064 176,055	70,841 173,988	6 7
British Possessions : \ Total of	543,276	667,829	1,052,281	1,458,345	1,872,658	1,709,550	1,682,277	8
British Empire: * Total of -	3,311,538	4,232,962	5,710,968	7,149,134	8,447,171	9,688,088	9,961,574	9
Russia (Vessels of 25 tons and upwards.)  Finland (Vessels of all tonnages.)				 	467,884 288,308	·		10 11
Norway (Vessels of 4 tons and upwards.)	276,697	298,315	558,927	1,022,515	1,518,658	1,705,699	1,738,580	12
Sweden (Vessels of 20 tons and upwards.);;				346,862	542,642	510,947	532,097	13
Denmark † (Vessels of 4 tons and upwards.)	!			178,646	249,466	302,194	310,952	14
Hamburg¶¶¶		71,257	142,416	184,496	244,279	538,229	569,238	15
Bremen ¶¶¶	43,647	67,770	121,863	171,654	270,209	378,038	393,599	16
Total German Empire (Vessels of 17½ tons and upwards.)	!		-	982,355	1,181,525	1,433,413	1,468,985	17
Holland		292,576	433,922	389,614	328,281	255,711	292,301	18
Belgium (Vessels of 50 tons and upwards.)	22,610	34,919	33,111	30,149	75,666	75,946	72,905	19
France (Vessels of 2 tons and upwards.)	662,500	688,153	996,124	1,072,048	919,298	944,013	948,079	20
:Spain (Vessels of 50 tons and upwards.)			-		560,133	618,182	639,961	21
Italy †				1,012,164	999,196	820,716	825,757	22
Austria §				329,377 {	223,824	153,476 51,523	151,885 51, <b>350</b>	
Greece		!	263,075	404,063		271,386	268,799	25
United States   : Registered for Oversea   (Foreign Trade) -   Enrolled and Licensed	899,765	1,585,711	2,546,237	1,516,800	1,352,810	946,695	1,005,950	   <b>26</b>
(including Lake and River Steamers) ¶ - (Vessels of 5 tons and upwards.)	1,240,860	1,899,555	2,752,938	2,677,940	2,715,224	3,477,802	3,678,809	27
China **					21,694	41,567	42,559	28
Japan + +		!			89,309	145,692	145,725	29

<sup>\*</sup> These figures do not include the tonnage of British Vessels registered at Shanghai, which was made a port of British registry from 1st November, 1875, by Order in Council under the Merchant Shipping Act, 1873, and the Foreign Jurisdiction Act, 1843. The tonnage of such vessels was 30,517 in 1899 and 46,372 in 1900, and 57,446 in 1901.

† Including also vessels on the register in Iceland, the Faroe Islanda, and the Danish West Indies. The admeasurement was according to the Danube Rule prior to 1895, but in that year the British Rule was adopted.

‡ Small coasting vessels and fishing boats are included in the year 1870.

§ Excluding small coasting vessels and fishing boats. Including the vessels trading on the Danube in the case of Austria.

¶¶¶ The figures relating to Hamburg and Bremen are extracted from the published returns issued by the Local Authorities of these ports, and are slightly different from those included by the Imperial Statistical Authorities in the totals for the German Empire.

×:.

# TONNAGE OF MERCHANT NAVIES (BRITISH AND FOREIGN).

#### TONNAGE ON REGISTER.

and the Principal Maritime Countries, for the Years 1840, 1850, 1860, 1870, 1880, and 1890-1901. (1.) Sailing and Steam Vessels.

-				•	•					
	1892.	1893.	1994.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
1	<i>Tons.</i> 8,644,754	Tons. 8,778,503	Tons. 8,956,181	Tons. 8,988,450	Tons. 9,020,282	Tons. 8,953,171	Tons. 9,001,860	Tons. 9,164,342	Tons. 9,304,108	Tons. 9,608,420
2 3 4 5	937,088 100,304 292,010 74,581	878,075 107,684 292,339 72,719	843,147 108,063 286,132 73,482	805,389 106,377 291,649 74,562	765,344 104,189 298,125 76,556	708,154 106,118 317,167 87,837	682,244 109,174 325,796 90,995	656,737 107,168 322,504 92,217	639,225 112,221 333,550 98,753	675,627 114,553 342,166 101,863
6 7	66,162 171,299	65,413 170,834	65,140 180,127	65,564 172,671	60,663 178,148	63,318 180,677		70,051 189,180	76,437 187,098	79,700 198,059
8	1,641,444	1,587,064	1,556,091	1,516,212	1,483,025	1,463,271	1,458,783	1,437,857	1,447,284	1,511,968
9	10,286,198	10,365,567	10,512,272	10,504,662	10,503,307	10,416,442	10,460,643	10,602,199	10,751,392	11,120,388
10				528,987	577,207	605,804	554,141	601,981	633,821	-
11	257,854	260,505	265,646	265,698	272,509	290,553	319,826	326,155	340,715	_
12	1,744,993	§§1,690,911	1,599,117	1,604,965	1,566,558	1,552,199	1,558,378	1,534,934	1,508,118	1,467,000
13	548,711	546,515	550,350	‡‡ 483,003	496,819	524,126	557,386	587,669	613,792	_
14	318,837	330,911	334,899	330,033	345,583	356,108	394,685	423,549	408,440	_
15	591,180	618,488	663,703	664,799	680,136	715,465	758,417	856,619	988,656	1,086,594
16	406,172	414,215	427,735	422,205	422,029	450,132	496,104	513,285	583,269	634,726
17	1,511,579	1,522,058	1,553,902	1,502,044	1,487,577	1,555,371	1,639,552	1,737,798	1,941,645	_
18	292,763	294,783	293,226	290,657	294,949	296,081	302,224	320,320	346,923	
19	70,395	75,538	79,188	87,213	85,739	85,427	90,971	108,537	113,259	110,457
20	905,606	895,423	890,539	887,078	894,071	920,871	900,288	957,756	1,037,726	_
21	652,140	676,776	687,227	719,572	756,305	657,924		674,711	774,579	
22	811,264	796,461	779,135	776,077	765,281	786,644	815,162	873,054	945,008	_
23 24	146,862 51,321	146,024 64,777	138,653 63,339	146,098 62,988	155,130 60,149	168,058 64,941	164,506 59,769	172,286 60,072	192,076 66,344	_
<b>2</b> 5	311,550	314,462	_	_	_	_	_		doma	_
26	994,675	899,803	916,180	838,186	844,954	805,584	737,709	848,246	826,634	889,129
27	3,770,246	3,925,268	3,767,849	3,797,773	3,858,926	3,963,436	4,012,029	4,015,992	4,338,145	4,635,089
28	42,241	42,448	44,675	49,307	58,154	62,945	63,268	66,917	†††38,756	_
29	148,332	155,172	212,925	386,163 ¶¶	417,643 ¶¶	486,909 ¶¶	648,324 ¶¶	796,930 ¶¶	863,830 ¶¶	_

<sup>|</sup> Years ended 30th June.
| Registered tonnage is that employed in the foreign trade and in the whale fisheries. Enrolled and licensed is that employed in the river, lake and coasting trade, and in the cod and mackerel fisheries.
| \*\* Vessels of foreign (i.e. Non-Chinese) type only, belonging to Chinese owners, and sailing under the Chinese flag.
| †† Vessels of foreign type only, excluding junks. The particulars in 1899, however, include also sailing vessels of half Japanese and half foreign type.
| ‡‡ Prior to 1895 Steam Vessels of all tonnages and Sailing Vessels above 10 tons were included.
| §§ New method of Tonnage admeasurement was adopted in this vear. | || || Provisional figures. || ¶ Gross tonnage in the e years. || †† Owing to the transfer of a large number of sea-going vessels to foreign flags, the steamers of foreign type consist now mainly of small steam launches for inland navigation.

٠,

#### TONNAGE ON REGISTER--continued,

TABLE, No. 11.—Tonnage of the Merchant Navies of the British Empire, the United Kingdom, and

(2.) Steam Vessels only.

COUNTRIES.	1840.	1850.	1860.	1870.	1880.	1890.	!
United Kingdom (including Channel) Islands and Isle of Man)	Tons. 87,928	Tons. •	Tons.	Tons. 1,112,934	Tons. 2,723,468	Tons. 5,042,517	1
Canada	Not dist	inguished {	25,452 45 11,837 350 8,133 {	30,636 1,983 24,173 5,641 11,766 15,001	100,091 6,303 59,226 12,201 11,665 36,328	115,770 5,388 129,861 38,109 24,532 57,529	2 3 4 5 6 7
British Possessions: Total of	7,879	19,157	45,817	89,200	225,814	371,189	8
British Empire: * Total of	95,807	187,631	500,144	1,202,134	2,949,282	5,413,706	9
Russia (Vessels of 25 tons and upwards.)	-	-	-	-	88,990	-	10
Finland	-		-	-	11,431	-	11
Norway (Vessels of 4 tons and upwards.)	_	-	-	13,715	58,062	203,115	12
Sweden (Vessels of 20 tons and upwards.)**	-		-	-	81,049	141,267	13
Denmark† (Vessels of 4 tons and upwards.)	<del>-</del> .	-	-	10,453	51,957	112,788	14
Hamburg ¶¶¶ · · · ·	-	2,842	10,184	32,450	99,153	373,422	15
Bremen ¶¶¶		-	8,483	41,393	58,666	179,404	16
Total German Empire (Vessels of 171 tons and upwards.)		-	_	81,9 <b>94</b>	215,758	723,652	17
Holland	_	2,706	10,132	19,455	64,394	128,511	18
Belgium (Vessels of 50 tons and upwards.)	1,048	1,604	4,254	9,501	65,224	71,553	19
France (Vessels of 2 tons and upwards.)	9,535	13,925	68,025	154,415	277,759	499,921	20
Spain (Vessels of 50 tons and upwards.)	-	-	-	-	233,695	407,935	21
Italy (Vessels of 2 tons and upwards.)	<b>-</b>	-	-	32,100	77,050	186,567	22
Austria Hungary	} -	-	-	49,977	<b>62,743</b>	85,38 <b>7</b> 9,632	23 24
Greece · · · · ·	_	-	-	5,360	-	44,684	25
United States :—‡ Registered for Oversea (Foreign Trade)	4,155	<b>44,94</b> 2	97,296	192,544	146,604	1 <b>97,63</b> 0	26
Enrolled and Licensed (including Lake and River Steamers) (Vessels of 5 tons and upwards.)	198,184	481,005	770,641	882,551	1,064,954	1,661,458	27
China	-	-	-	-	21,694	29,766	28
Japan¶	_	_		_	41,215	93,812	29

<sup>\*</sup>These figures do not include the tonnage of British Vessels registered at Shanghai, which was made a port of British registry from 1st November, 1875, by Order in Council under the Merchant Shipping Act, 1873, and the Foreign Jurisdiction Act, 1843. The tonnage of such vessels was 6,606 in 1899, 21,010 in 1900, and 30,338 in 1901.

† See note (†), p. 32.

‡ Years ended 30th June.

§ Registered tonnage is that employed in the foreign trade and in the whole fisheries. Enrolled and licensed is that employed in the river, lake, and coasting trade, and in the cod and mackerel fisheries.

¶¶¶ The figures relating to Hamburg and Bremen are extracted from the published returns issued by the Local Authorities of these ports, and are slightly different from those included by the Imperial Statistical Authorities in the totals for the German Empire.

#### TONNAGE ON REGISTER—continued.

the PRINCIPAL MARITIME COUNTRIES for the years 1840, 1850, 1860, 1870, 1880 and 1890-1901-continued.

(2) Steam Vessels only.

_					<b>,</b>		·				
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
1	Tons. 5,307,204	Tons. 5,564,482	Tons. 5,740,243	Tons. 5,969,020	Tons. 6,121,555	Tons. 6,284,306	Tons. 6,363,601	Топы. 6,613,917	Tons. 6,917,492	Tons. 7,207,610	Tons. 7,617,793
2	123,605	132,261	138,167	140,380	143,209	144,824	145,900	152,152	157,185	164,092	182,832
3	5,399	5,399	5,399	7,740	7,421	5,661	6,919	8,653	8,426	9,982	9,392
4	126,775	135,429	141,338	137,116	146,882	156,648	175,363	185,844	181,585	190,301	199,119
5	38,833	39,347	39,508	38,808	38,833	39,265	48,017	52,250	52,985	56,625	59,101
Ü	28,465	26,791	27,740	27,104	29,958	28,158	30,678	28,194	36,798	42,838	45,182
7	59,411	57,767	56,793	57,169	56,597	61,841	66,487	69,203	68,933	68,350	76,204
8	382,488	396,994	408,945	408,317	422,900	436,397	473,364	496,296	505,912	532,188	571,830
9	5,689,692	5,961,476	6,149,188	6,377,337	6,544,455	6,720,703	6,836,965	7,110,213	7,423,404	7,739,798	8,189,623
10	_		_	-	205,648	240,957	261,958	299,725	334,215	364,361	-
11		26,048	27,616	28,115	28,770	35,788	38,154	43,876	50,961	53,561	-
12	238,511	251,490	++ 238,635	263,842	321,052	351,799	383,120	437,570	482,247	505,443	524,600;;
13	152,493	171,808	177,156	179,253	181,276	205,964	234,636	265,994	298,421	325,105	•
14	117,054	119,038	129,209	141,995	144,931	164,075	182,702	225,422	258,241	250,137	-
15	393,360	392,365	421,731	473,984	474,348	482,917	514,949	542,198	637,853	745,995	843,460
16	193,419	201,124	204,939	228,438	224,196	226,047	252,227	287,230	306,518	375,483	424,427.
17	764,711	786,397	823,702	893,046	879,939	889,960	969,800	1,038,391	1,150,159	1,347,875	-
18	161,593	169,369	176,359	182,553	188,276	196,402	200,887	213,914	236,029	268,430	-
19	70,860	69,356	74,499	78,271	86,296	84,822	84,510	89,237	105,786	112,518	109,336
<b>2</b> 0	521,872	498,562	498,841	491,972	500,568	503,677	499,409	485,615	507,120	527,551	-
21	435,559	455,490	479,746	489,483	526,340	564,459	499,230	-	573,830	679,392	-
<b>2</b> 2	199,945	201,443	208,193	207,530	220,508	237,727	259,817	277,520	314,830	376,844	-
23 24 ·	88,146 12,389	87,187 16,664	95,522 <b>31,436</b>	94,160 36,040	105,793 36,992	119,967 <b>37,74</b> 2	138,705 44,793	142,086 42,955	154,460 46,180	178,649 5 <b>5,3</b> 75	-
25	54,987	77,066	83,766	-	-	-	-	-	-	-	-
26	239,995	228,899	261,103	266,091	252,045	264,882	258,474	294,064	360,030	341,342	429,722
27	1,776,269	1,845,518	1,922,169	1,923,339	1,960,756	2,042,326	2,100,084	2,077,859	2,115,981	2,289,825	2,491,231
<b>28</b>	30,380	30,353	31,174	29,410	32,708	37, <b>97</b> 5	41,152	41,466	44,459	18,215 ¶¶	-
29 .	95,588	102,301	110,205	169,414	341,369	373,588	438,779	477,430	510,007	543,258	-

<sup>||</sup> Vessels of foreign (i.e. non-Chinese) type only, belonging to Chinese owners, and sailing under the Chinese flag.

T Vessels of foreign type only.

\*\* Prior to 1895 steam vessels of all tonnages were included.

†† New method of tonnage admeasurement was adopted in this year.

‡‡ Provisional figure.

## Gross tonnage in these years.

T See note (†††) page 47.

6654.

VESSELS ON REGISTER CLASSIFIED TABLE, No. 12.—Number of Sailing and Steam Vessels of the Merchant Navies of the United Classified according

# (1) BRITISH EMPIRE.

		UNITED	KING	DOM			В	RITISH P	OSSE	ssions.			
CLASSIFICATION OF TONNAGE.	(in	cluding the Channe	Isle of	Man and		CAN	IADA.			AUSTRALIAN COMMONWEALTH.			
		1895.	1900.			1895.		1900.		1895.		1900.	
	(a) SAILING VESSELS.												
	No.	Net Tons,	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tens.	
Under 50 Tons	5,701	184,026	5,499	174,132	2,755	65,613	2,389	53,630	838	17,055	934	17,600	
Of 50 and under 100 ,,	4,156	292,882	3,288	227,502	1,362	101,572	1,153	87,542	240	17,033	236	17,158	
,, 100 ,, ,, 1,000 ,,	1,623	515,234	1,174	322,333	1,192	290,573	933	225,558	311	90,931	280	81,756	
,, 1,000 ,, ,, 2,000 ,,	906	1,332,937	634	960,013	143	193,313	72	97,400	13	17,618	18	24,605	
" 2,000 " " 4,000 " " 4,000 Tons and above	231	541,816	178	412,518	_ _	11,109		11,003	-	2,130	1	<b>2,13</b> 0	
TOTAL	12,617	2,866,895	10,773	2,096,498	5,457	662,180	4,552	475,133	1,403	144,767	I,469	143,249	
					(1	(b) Steam Vessels.							
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	
Under 50 Tons	2,221	47,639	2,613	57,263	1,173	18,890	1,486	22,971	465	10,913	471	11,036	
Of 50 and under 100 "	961	65,986	1,472	99,701	208	14,817	236	16,940	174	12,096	190	13,370	
" 100 " "1,000 "	2,479	1,163,935	2,218	948,411	302	89,922	340	100,753	210	65,299	207	63,519	
" 1,000 ., " <b>2,000</b> "	1,989	2,889,455	1,655	2,490,484	16	19,580	18	23,428	41	56, <del>444</del>	57	84,862	
,, 2,000 ,, ,, 4,000 ,, ,, 4,000 Tons and above	} 736	1,954,540	1,115 136	2,910,641 701,110	-	_ _	_ _	_ _	1 -	2,130 —	8 —	17,514 —	
TOTAL	8,386	6,121,555	9,209	7,207,610	1,699	143,209	2,080	164,092	891	146,882	933	190,301	
				(c)	SAIL	ING AND	Stea	m Vesse	LS.				
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	
Under 50 Tons	7,922	231,665	8,112	231,395	3,928	84,503	3,875	76,601	1,303	27,968	1,405	28,636	
Of 50 and under 100 "	5,117	358,868	4,760	327,203	1,570	116,389	1,389	104,482	414	29,129	426	<b>3</b> 0,528	
,, 100 ,, ,, 1,000 ,,	4,102	1,679,169	3,392	1,270,744	1,494	380,495	1,273	326,311	521	156,230	487	145,275	
, 1,000 ,, ,, 2,000 ,,	2,895	4,222,392	2,289	3,450,497	159	212,893	90	120,828	54	74,062	75	109,467	
,, 2,000 ,, ,, 4,000 ,, ,, 4,000 Tons and above	967	2,496,356	1,293 1 <b>3</b> 6	3,323,159 701,110	5 —	11,109 —	5 —	11,003 	2 _	4,260 —	9	19,644 —	
TOTAL	21,003	8,988,450	19,982	9,304,108	7,156	805,389	6,632	639,225	2,294	291,649	2,402	333,55	

<sup>\*</sup> These figures do not include the Tonnage of British Vessels registered at Shanghai, which was made a port of British

Jurisdiction Act, 1843. The Tonnage of such

#### ACCORDING TO TONNAGE.

KINGDOM, the PRINCIPAL BRITISH POSSESSIONS and FOREIGN COUNTRIES on the Register in 1895 and 1900, to Their Tonnage.

# (1) BRITISH EMPIRE.

				E	RITIS	H POSSES	SION	S—cont <b>i</b> nue	d.					TO	TAL	
		NEW ZE	ALAN	ID.	O	THER PO	SSESS	ions.*	BF	TO RITISH PO	TAL OSSESS	SIONS.		BRITISH		RE.*
		1895.	]	1900.	1895. 1900.				1895.		1900.		1895.	1900.		
					•	(a) Sailing Vessels.							•		•	
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.
1	176	4,555	167	4,267	3,176	76,760	3,379	81,251	6,945	163,983	6,869	156,748	12,6 <del>1</del> 6		12,368	330,880
2	46	3,226	49	3,490	1,028	69,024	1,091	74,740	2,676	190,855	2,529	182,930	6,832	483,737	5,817	410,432
3	73	23,302	• 78	28,251	383	91,905	425	91,559	1,959	496,711	1,716	427,124	3,582	1,011,945	2,890	749,457
4	4	4,646	5	6,120	11	12,947	6	7,036	171	228,524	101	135,161	1,077	1,561,461	735	1,095,174
5 6	-	-	-	_	_ _	_ _	_	_	6 _	13,239	6	13,133	237	555,055	184	425,651 —
7	299	35,729	299	42,128	4,598	250,636	4,901	254,586	11,757	1,093,312	11,221	915,096	24,374	3,960,207	21,994	3,011,594
	(b) Steam Vessels.													!		
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.
8	67	1,745	82	2,083	133	2,874	159	3,223	1,838	34,422	2,198	39,313	4,059	82,061	4,811	96,576
9	40	2,721	51	3,599	66	4,957	56	3,989	488	34,591	533	37,898	1,449	100,577	2,005	137,599
10	61	19,810	71	23,966	164	58,800	189	65,448	737	233,831	807	253,686	3,216	1,397,766	3,025	1,202,097
11	10	12,420	15	20,272	17	23,187	28	37,190	84	111,631	118	165,752	2,073	3,001,086	1,773	2,656,236
12	1	2,137	3	6,705	2	4,158	5	11,320	4	8,425	16	35,539	h		1,131	2,946,180
13	-	_	-		-		_	_	-	-	-	_	<b>}</b> 740	1,962,965	136	701,110
14	179	38,833	222	56,625	382	93,976	437	121,170	<b>3,</b> 151	422,900	3,672	532,188	11,537	6,544,455	12,881	7,739,798
						(c	) Sau	LING AND	STE	am Vessi	ELS.					
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.
15	243	6,300	249		3,309	79,634	3,538	84,474	8,783	198,405	9,067	196,061	16,705	430,070	17,179	427,456
16	86	5, <del>94</del> 7	100	7,089	1,094	<b>73,9</b> 81	1,147	78,729	3,164	225, <del>44</del> 6	3,062	220,828	8,281	584,314	7,822	548,031
17	134	43,112	149	52,217	547	150,705	614	157,007	2,696	730,542	2,523	680,810	6,798	2,409,711	5,915	1,951,554
18	14	17,066	20	26,392	28	36,134	34	44,226	255	340,155	219	300,913	3,150	4,562,547	2,508	3,751,410
19 20	1	2,1 <b>3</b> 7 —	3	6,705 	2 _	4,158	<b>5</b>	11, <b>32</b> 0 —	10 —	21, <b>664</b> 	22 	48,672 —	977	2,518,020 {	1,315 1 <b>36</b>	3,371,831 701,110
51	478	74,562	521	98,753	4,980	344,612	5,338	375,756	14,908	1,516,212	14,893	1,447,284	35,911	10,504,662	<b>34</b> ,875	10,751,392

Registry from 1st November, 1875, by Order in Council under the Merchant Shipping Act, 1873, and the Foreign Vessels was 26,463 in 1895, and 46,372 in 1900.

VESSELS ON REGISTER CLASSIFIED TABLE, No. 12.—Number of Sailing and Steam Vessels of the Merchant Navies of the United

CLASSIFIED ACCORDING

(2) FOREIGN COUNTRIES.

CLASSIFICATION OF TONNAGE.		NOR	WAY.			SWE	DEN.		DENMARK.*					
TONNAGE	18	895.		1900.	1	895.		1900.	1	895.		1900.		
					(a)	Sailin	g Ve	SSELS.						
Under 50 Tons	No. 3,319	Net Tons. 74,816	No. 3,344	Net Tons. 72,233	No.	Net Tons. 22,499	No.	Net Tons. 24,883	No. 2,392	Net Tons. 35,715	No. 2,585	Net Tons. 38,447		
Of 50 and under 100 "	696	45,167	693	44,225	545	37,728	597	41,627	254	19,439	263	19,973		
" 100 " "1,000 "	2,119	887,032	1,409	642,312	832	228,330	765	209,402	511	115,829	391	83,171		
,, 1,000 ,, ,, 2,000 ,,	215	263,501	194	239,243	11	13,170	10	12,775	11	14,119	13	16,712		
" 2,000 " " <b>4</b> 000 "	6	13,397	2	4,662	'		_		_		_	_		
" 4,000 Tons and above	-	_	_	_	_	_	-	_	-	_	_	_		
TOTAL	6,355	1,283,913	5,642	1,002,675	2,030	301,727	2,076	288,687	3,168	185,102	3,252	158,303		
	(b) Steam Vessels.													
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons	No.	Net Tons.		
Under 50 Tons	294	6,131	341	6,996	152	5,075	175	5,993	146	2,416	169	3,066		
Of 50 and under 100 "	72	5,065	91	6,371	114	8,122	126	9,256	25	1,890	33	2,533		
,, 100 ,, ,, 1,000 ,,	466	182,599	594	265,056	<b>44</b> 6	142,561	520	183,809	211	86,723	233	109,138		
,, 1,000 ,, ,, 2,000 ,,	70	98,674	119	1 <b>6</b> 8,701	21	25,518	84	110,520	35	42,858	66	86,444		
" 2,000 " " <b>4,000</b> "	13	28,583	26	58,319	-	_	6	15,527	5	11,044	20	48,956		
" 4,000 Tons and above	_					_		_	-	_	_			
TOTAL	915	321,052	1,171	505,443	733	181,276	911	325,105	422	144,931	521	250,137		
				(c)	Saili	NG AND	Stea.	m Vesse	LS.					
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons,	No.	Net Tons.		
Under 50 Tons	3,613	1 ons. 80,947	3,685	79,229	794	27,574	879	30,876	2,538	38,131		1 ons. 41,513		
Of 50 and under 100 "	768	50,232	784	50,596	659	45,850	723	50,883	279	21,329	296	22,506		
	2,585	1,069,631	2,063	907,368	1,278	370,891	1,285	393,211	722	202,552	624	192,309		
, 1,000 , , 2,000 ,	285	362,175	313	407,944	32	38,688	94	123,295	46	56,977	79	103,156		
,, 2,000 ,, ,, 4,000 ,,	19	41,980	28	62,981	-		6	15,527	5	11,044	20	48,956		
" 4,000 Tons and above	-	_	_	_	-	_	-	-	-	·	-	-		
TOTAL	7 <b>2</b> 70	1,604,965	6,813	1,508,118	2,763	483,003	2,987	613,792	3,590	330,033	3,773	408,440		

NOTE.—The minimum Tonnage of Vessels which are included on the Register differs in the several Countries, being in the and the United

\* Includes Vessels belonging to the Danish Possessions.

ACCORDING TO TONNAGE.

KINGDOM, the PRINCIPAL BRITISH POSSESSIONS and FOREIGN COUNTRIES, on the Register in 1895 and 1900, TO THEIR TONNAGE—continued.

#### (2) FOREIGN COUNTRIES.

		FRA	NCE.			ITA	LY.			GERM	ANY.+	•		UNITED	STATE	ES.‡
	1	895.	]	1900.	1	1895.		1899.	1	1896.	1	1900.		1895.	1900.	
						.=. ::	(a)	Sailin	g Ve	SSELS.						
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.
1	12,900	120,432	12,913	115,769	4 641	81,733	4,334	78,965	1,392	42,515	1,407	44,026	9,457	163,273	8,987	142,779
2	760	55,866	665	49,498	573	43,908	477	36,597	385	27,491	426	30,121	1,732	123,326	1,383	97,424
3	689	155,260	609	128,720	896	359,256	751	307,488	528	181,089	417	150,324	3,076	1,125,634	2,503	988,353
5 G	30	37,762 17,490	97 29	147,750 68,438 {	56	70,672	103	135,174	218 28 1	311,233 65,676 4,026	187 55	273,985 138,028 4,028	§372 } #6	§534,537 #18,706	§365 ∥33	§∪38,420 ∥117,866
7	14,386	386,510	14,313	510,175	6,166	555,569	5,665	558,224	2,552	632,030	2,493	640,510	14,613	1,965,476	13,271	1,884,842
							(1	) STEAT	M VE	SSELS.						
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross. Tons.
8	603	8,595	679	8,644	112	2,194	108	1,957	63	2,230	71	2,475	2,348	63,601	2,616	67,127
9	114	8,353	111	8,232	14	1,111	22	1,705	70	4,968	89	6,295	1,224	89,584	1,305	95,990
10	306	158,039	276	148,853	122	58,057	131	64,264	540	243,664	613	272,416	2,313	763,757	2,354	784,544
11	136	200,480	137	200,668	76	108,283	114	163,453	185	267,709	248	362,537	§541	§877,981	§562	§932,057
12 13	53	125,101	69	161,154	21	50,863	34	83,451 {	205 63	569,490 339,857	225 144	626,395 915,772	}  128	∥ <b>417,87</b> 8	216	778,079
14	1.212	500,568	1,272	527,551	345	220,508	409	314,830	1,126	1,427,918	1,390	2,183,890	6,554	2,212,801	7,053	2,657,797
						(c)	San	LING ANI	STE	AM VES	SELS.					
	Na	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.
15	13,503	129,027	13,592	124,413	4,753	83,927	4,442	80,922	1,455	44,745	1,478	46,501	11,805	226,874	11,603	209,906
16	874	64,219	776	57,730	587	45,019	499	38,302	455	32,459	515	36,416	2,956	212,910	2,688	193,414
17	995	313,299	885	277,573	1,018	417,313	882	371,752	1,068	424,753	1,030	422,740	5,389	1,889,391	4,857	1,772,897
19 19 20	166 ) 60	238,242 142,291	234 98	348,418 229,592 {	153	229,818	251	382,078	403 233 64	578,942 635,166 343,883	435 280 145	636,522 764,423 919,798	§913 } <sub>  134</sub>	§1,412,518	§927	§1,470,477  895,945
21	15,598	887,078	15,585	1,037,726	6,511	776,077	6,074	873,054	3,678	2,059,948	3,883	2,826,400	21,197	4,178,277	20,324	4,542,639

case of Norway, 4 Tons; Sweden, 20 Tons; Denmark, 4 Tons; France, 2 Tons; Italy, 2 Tons; Germany 17½ Tons; States, 5 Tons.

In 1895 ... ... ... In 1900 ... ... ...  $\cdots$  In 1900 ... ... ... ...  $\cdots$  Including also vessels of a tonnage between 2,000 and 2,500 tons.

<sup>†</sup> Owing to changes in the German Shipping Returns, particulars corresponding to those given for 1900 were not available prior to 1896.

<sup>‡</sup> These particulars are exclusive of canal boats and barges, the number and tonnage of such vessels being as follows:—

<sup>|</sup> No. | Tons. | 457,683 | | 3,009 | 622,200 | | Excluding vessels of a tonnage between 2,000 and 2,500 tons.

#### GROSS ADDITION OF TONNAGE TO THE REGISTER.

TABLE, No. 13.—Tonnage of Sailing and Steam Vessels added to the Merchant Navies of the United Kingdom and the Principal Maritime Countries for the Years 1892-1901.

	•	coui	NTR	IES.			•		1892.	1893.	1894.	1895.	1896.
Inited Kingdom		-	•		-	-	-	-	Tons. 714,791	Tons. 532,768	Tons. 604,181	Tons. 558,401	Tons. 545,588
Norway -	-			-	-	-		-	94,083	104,042	93,797	113,346	88,481
Sweden	-	•	-	•	-	-	-	•	33,177	17,285	10,210	21,709	43,124
Denmark -	-	•	-	-	-	•	•	-	19,559	25,499	26,739	27,426	30,105
Germany -	-	-	-	•	•	-	-	•	110,029	90,865	131,076	119,215	139,764
folland -	-	-	-	•	•	-	-	-	15,248	17,942	27,270	23,480	21,708
rance	•	•	-	-	-	•	-	•	32,988	39,412	45,105	51,360	68,113
taly	-	•	-	•	•	-		•	29,654	26,749	32,098	41,714	37,606
Inited States *	•	•	•	•	•	•	•	-	199,633	211,639	131,195	111,602	227,097
									1897.	1898.	1899.	1900.	1901.
Jnited Kingdom	-		•	•	•	-	-	•	<i>Tons</i> . 489,835	<i>Tons.</i> 709,870	Tons. 792,307	Tons. 784,986	Tons.
Norway	•	•	-	•		•	-		108,144	144,789	109,203	94,407	_
sweden	-	-	-	•	-	-	-	-	58,998	70,442	74,480	56,087	_
Denmark -	-	-	•	-	•		•		26,780	54,099	47,531	16,972	_
Germany -		-	•	•	•	-	-	•	1 <b>53,49</b> 8	181,343	184,591	295,835	-
Holland -		•	•	•	•	-		-	35,931	44,607	38,514	51,407	_
rance -	-	•	-			-	-	-	82,464	67,642	106,163	132 436	_
taly	-	•	-	•	•		-	•	65,968	_	_	_	_
United States *									232,233	180,458	300,038	393,790	483,489

Note.—By tonnage of shipping added, is meant the addition to the register of vessels, whether new-built or bought abroad. The above figures represent, therefore, the gross and not the net increase of the merchant navy of each country.

<sup>•</sup> Years ended 30th June. These figures represent the tonnage built, including also the tonnage of canal boats and barges built...

### WRECKS.

TABLE, No. 14.—Number and Tonnage of Sailing and Steam Vessels belonging to the British Empire, the United Kingdom, and the Principal Maritime Countries which were removed from the Register on account of Wreck for the years 1891 to 1900.

C	OUN	TRI	es.				1891.		1	1892.		1893.		1894.		1895.	
British Empire*	•	•	•	•	•		No. 686	Tons. 249,277	No. 539	Tons. 211,949	No. 652	Tons. 229,426	No. 675	Tons. 215,843	No. 576	Tons. 217,536	
United Kingdom*			-	•	•	•	501	216,255	336	162,990	410	177,653	444	173,489	399	184,310	
Norway	•	•	-	-	•	•	222	89,581	174	72,077	229	99,775	323	136,410	228	87,678	
Sweden		•	-	-	•	-	32	10,855	30	9,436	40	10,961	28	9,711	61	21,208	
Denmark		•	•	•	•	-	37	3,938	52	5,937	57	7,241	66	11,853	60	8,760	
Germany - •	-		-	٠.	•		117	45,080	104	37,320	125	51,117	122	47,452	155	60,570	
Belgium	•	•	•	-	•		1	63	- 1	None -	1	773	2	1,741	. 1	 None     · (	
France	-	•	•	•	•		241	25,029	159	26,218	169	14,252	168	16,440	237	21,076	
Italy §	•	-	-	-	-	•	91	17,624	81	16,451	.79	19,720	77	18,406	94	14,879	
Austria +	•	•	-	•	•	-	11	4,523	7	4,807	11	6,499	6	3,176	9	6,06	
United States : -	•	-	•	•	•	•	392	96,609	389	89,571	448	127,886	699	167,646	485	123,478	
							1	8 9 6.	1	897.	1	898.	1	899.	1	900.	
British Empire*	•		•	•	•		No.	Tons. 206,155	No. 524	Tons.	No. 537	Tons. 202,442	No. 541	Tons. 213,349	No. 448	Tons.	
United Kingdom*	-	-	•	•	-	•	305	174,200	358	164,338	308	162,118	306	181,678	304	158,926	
Norway		-		-		-	210	95,142	217	90,652	211	88,050	181	80,983	158	70,613	
Sweden	-		-	-	-		45	14,251	46	10,412	55	14,248	45	14,687	36	10,395	
Denmark	-	•	-	-	-	-	50	7,313	52	7,867	57	7,392	54	8,856	61	12,577	
		•	-	-	-	-	86	31,256	74	28,037	111	34,882	97	43,974	92	43,320	
Germany							3	1,751	5	5,037	3	2,142	2	2,280	1	1,249	
Germany	•	-	•	•	•												
Belgium			•	•		-	330	28,724	278	23,951	199	34,664	222	19,809	186	21,048	
Belgium			• •			-	330 123	28,724 21,892	278 85	23,951 15,129	199 78	34,664 17,258	222 105	19,809 34,914	186 89	21,048 23,164	
			• •													-	

<sup>\*</sup>These figures do not include wrecks in rivers, harbours, or inland waters. † Exclusive of small coasting vessels and fishing boats. ‡ Years ended 30th June. These figures include wrecks in the coasting and lake trade. § The particulars relate to vessels lost through any cause, including fire.

#### TONNAGE BUILT IN THE UNITED KINGDOM.

TABLE, No 15.—Tonnage Built in the United Kingdom for the Years 1858 to 1901.

37		For Hom	e and the	Colonies.	Fo	r Foreigne	ers.		TOTAL			
YEARS.		Sailing.	Steam.	Total.	Sailing.	Steam.	Total.	Sailing.	Steam.	Total.		
	1	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
858 -	-	154,930	53,150	208,080	1,518	26,956	28,474	156,448	80,106	236,55		
1859 -	- [	147,967	38,003	185,970	3,402	23,372	26,774	151,369	61,375	212,74		
1860 -	- !	158,172	53,796	211,968	<u> </u>	13,903	13,903	158,172	67,699	225,87		
861 -	-	129,970	70,869	200,839	232	7,255	7,487	130,202	78,124	208,32		
862 -	- 1	164,061	77,338	241,399	-	20,533	20,533	164,061	97,871	261,93		
.863 -	-	253,036	107,951	360,987	1,084	16,236	17,320	254,120	124,187	378,30		
.864 -	-	272,499	159,374	431,873	2,279	26,681	28,960	274,778	186,055	460,83		
.865 -	-	235,555	179,649	415,204	949	32,016	32,965	236,504	211,665	448,16		
866 -	-	207,678	133,511	341,189	3,641	34,709	38,350	211,319	168,220	379,53		
867 -	-	174,507	94,573	269,080	4,994	31,905	36,899	179,501	126,478	305,97		
868 -	-	237,687	78,510	316,197	8,671	37,460	46,131	246,358	115,970	362,32		
869 -	-	230,762	123,525	354,287	11,800	22,005	33,805	242,562	145,530	388,09		
870 -	-	117,032	225,674	342,706	9,429	42,222	51,651	126,461	267,896	394,35		
871 -	-	56,545	297,810	354,355	3,715	32,988	36,703	60,260	330,798	391,05		
872 -	-	54,967	338,004	392,971	3,790	77,957	81,747	58,757	415,961	474,71		
873 -	-	88,532	282,134	370,666	1,094	81,783	82,877	89,626	363,917	453,54		
874 -	-	187,313	333,890	521,203	1,781	80,883	82,664	189,094	414,773	603,86		
875 -	-	241,646	178,905	420,551	3,711	47,796	51,507	245,357	226,701	472,05		
876 -	-	236,890	123,475	360,365	4,198	13,457	17,655	241,088	136,932	378,02		
877 -	-	212,320	221,330	433,650	2,194	15,075	17,269	214,514	236,405	450,91		
878 -	-	141,165	287,080	428,245	7,108	35,366	42,474	148,273	322,446	470,71		
879 -	-	59,115	297,720	356,835	2,464	46,692	49,156	61,579	344,412	405,99		
880 -	-	57,480	346,361	403,841	585	68,470	69,055	58,065	414,831	472,89		
881 -	-	92,420	408,764	501,184	1,348	106,346	107,694	93,768	515,110	608,87		
882 -	-	145,700	521,575	667,275	2,139	113,637	115,776	147,839	635,212	783,05		
883 -	_	146,818	621,758	768,576	1,272	122,368	123,640	148,090	744,126	892,21		
884 -	-	162,234	335,208	497,442	10,945	79,887	90,832	173,179	415,095	588,27		
885 -	_	208,411	196,975	405,386	10,683	24,943	35,626	219,094	221,918	441,01		
886 -	- 1	138,362	154,638	293,000	6,887	31,641	38,528	145,249	186,279	331,52		
887 -	_	81,279	225,440	306,719	5,848	64,631	70,479	87,127	290,071	377,19		
888 -	_	75,696	407,445	483,141	20,697	70,109	90,806	96,393	477,554	573,94		
889 -	- 1	117,481	554,024	671,505	19,666	163,558	183,224	137,147	717,582	854,72		
890 -	_	123,224	528,789	652,013	25,468	135,157	160,625	148,692	663,946	812,63		
891 -	_	191,917	478,682	670,599	37,693	101,201	138,894	229,610	579,883	809,49		
892 -	_	258,700	434,091	692,791	28,372	80,385	108,757	287,072	514,476	801,54		
893 -	_	114,895	380,393	495,288	8,979	80,407	89,386	123,874	460,800	584,67		
894 -	_	89,156	485,460	574,616	10,472	84,404	94,876	99,628	569,864	669,49		
89 <b>5</b> -	_	54,155	465,467	519,622	10,562	117,450	128,012	64,717	582,917	647,63		
89 <b>6</b> -	-	57,467	462,503	519,970	15,824	201,020	216,844	73,291	663,523	736,81		
897 -	-	66,729	415,538	482,267	22,971	139,459	162,430	89,700	554,997	644,69		
898 -	-	41,839	654,158	695,997	3,051	171,560	174,611	44,890	825,718	870,60		
899 -	-	45,510	703,904	749,414	4,973	194,623	199,596	50,483	898,527	949,01		
900 -	-	38,576	698,330	736,906	7,546	199,815	207,361	46,122	898,145	944,26		
900 -	•	54,967	720,714	775,681	6,696	200,756	207,361	61,663	921,470	983,13		
901	•	04,507	120,114	110,001	0,000	200,100	201,402	91,003	221,210	000,10		

Note.—The Returns for the years prior to 1871 denote the tonnage of the newly-built vessels which were first registered in those years; but in the Returns for 1871 and later years, the tonnage of vessels the building of which was completed in those years is given, whether registered during the year or not.

The above Statement includes the following Steam Vessels, which were built for War purposes for Foreigners:—

YEARS.			Steam Vessels.	YEARS.			Steam Vessels.	YEA	RS.	Steam Vessels	
							Tons.				Tons.
			Tons.	1876 -	-	-	14	1889 -	-	-	726
1864 -	-	-	6,497	1877 -	-	-	3,435	1890 -	-	-	3,437
1865 -	-	-	3,700	1878 -	-	-	2,482	1891 -	-	-	300
1866 -	-	-	10,301	1879 -	-	-	716	1892 -	-	-	2,792
1867 -	-	-	3,604	1880 -	-	-	385	1893 -	-		2,471
1868 -	-	-	9,137	1881 -	-	_	5,338	1894 -	-	-	2,483
1869 -	_	-	2,354	1882 -	-	-	447	1895 -	-	- ,	4,152
1870 -	_	_	970	1883 -	-	_	270	1896 -	-	- !	13,311
1871	-	-	80	1884 -	-	-	2,339	1897	_	-	9,432
1872	_	-	40	1885 -	_	-	5,462	1898 -	-	٠,	6,732
1873 -	-	-	280	1886 -	-	-	840	1899 -	-	- !	18,460
1874 -	-	-	12,877	1887 -	-	-	3,966	1900		- 1	11,518
1875 -	-	-	12,280	1888 -	-	_	1,899	1901 -	-	-	11,000

TONNAGE BUILT, AND SOLD TO FOREIGNERS, IN THE UNITED STATES.

TABLE, No. 16.—Tonnage Built, and Tonnage Sold to Foreigners, in the United States in the years 1858 to 1901.

				Tonnage	Built.		
(endin	YEARS ng 30th	June).	On the Sea Coast.	On the Mississippi River and its Tributaries.	On the Great Lakes.	Total.	Tonnage of Vessels Sold to Foreigners.
			Tons.	Tons.	Tons.	Tons.	Tone.
8 <b>58</b>	-	'	177,412	35,659	31,642	244,713	26,305
8 <b>59</b>	-	:	133,294	17,128	6,180	156,602	30,850
860	-	•	169,836	32,970	11,992	214,798	17,418
861	-		179,767	29,960	23,467	233,194	26,649
862	-	1	112,487	8,785	53,804	175,076	117,756
863			215,667	27,407	67,972	311,046	222,199
864	-		310,421	56,169	49,151	415,741	300,865
865	-	'	291,306	66,576	36,641	394,523	133,832
866	-	. <b>.</b>	232,388	70,555	33,204	336,147	22,117
867	-		230,810	35,106	39,679	305,595	9,088
8 <b>6</b> 8	-		175,812	52,695	56,798	285,305	13,757
869	-	. <u>.</u> .	191,194	34,576	49,460	275,230	19,063
870	_	. <u>.</u>	182,836	56,859	37,258	276,953	17,079
871	-	- <b>-</b>	156,249	73,081	43,897	273,227	13,534
872	-	- <b>-</b>	128,097	36,344	44,611	209,052	19,572
873	-		218,139	48,659	92,448	359,246	29,763
874	-		277,093	63,646	91,986	432,725	77,054
875	-		244,474	23,294	29,871	297,639	25,541
876	-	_ ·	163,826	23,636	16,124	203,586	33,253
877	-	!	132,996	34,693	8,903	176,592	24,724
878	_	'	155,138	68,928	11,438	235,504	43,607
879	-		115,683	62,213	15,135	193,031	43,312
880	_	'	101,720	32,791	22,899	157,410	26,883
881	-		125,766	81,189	73,504	280,459	28,671
882			188,084	35,817	58,369	282,270	18,257
883	-		210,349	26,443	28,638	265,430	37,385
884	-	. <u>.</u>	178,419	16,664	30,431	225,514	28,722
885	-	'	121,010	11,220	26,826	159,056	26,213
886	_		64,458	10,595	20,400	95,453	33,063
887	_		83,061	10,901	56,488	150,450	22,122
888	-		105,125	11,859	101,103	218,087	11,116
889	-		111,852	12,202	107,080	231,134	9,871
890	_		169,091	16,506	108,526	294,123	13,322
891	_	;	237,462	19,984	111,856	369,302	9,410
892	_		138,863	14,800	45,969	199,632	15,329
893	•		102,830	9,538	99,271	211,639	15,395
894	-		80,099	9,111	41,985	131,195	20,578
895	-		67,127	8,122	36,353	111,602	13,994
896	-	<b>-</b>	102,544	15,771	108,782	227,097	21,797
897	-		103,504	11,792	116,937	232,233	8,243
898	-		112,879	13,495	54,084	180,458	35,411
899	-	-	196,120	23,552	80,366	300,038	22,609
900	-		249,006	14,173	130,611	<b>393,790</b>	12,081
			291,516	22,888	169,085	000,100	12,001

TONNAGE BUILT, BOUGHT ABROAD, AND SOLD TO FOREIGNERS, IN FRANCE.

TABLE, No. 17.—Tonnage Built, Tonnage Bought Abroad, and Tonnage Sold to Foreigners, in France in each of the Years 1858 to 1900.

	Yea	rs.		Tonnage of Vessels Built.	Tonnage of Vessels Bought Abroad.	Tonnage of Vessels Sold to Foreigners.
				Te	ms.	Tons.
1858 -		-	-	60	6 <b>,427</b> .	10,910
1859 -					7,216	9,404
1860 -	_				3,192	13,182
1861 -					5,100	10,354
1862 -		-	_		2,444	8,760
1863 -			-		), <b>4</b> 67	9,625
1864 -	-			•	,670	6,856
1865 -	_	-	- 1		3,817	4,907
1866 -		_	_		,990	3,982
1867 -	_		_ ]		,127	4,914
1868 -			_		,983	5,298
1869 -					,878	2,811
1870 -					,805	11,135
1871 -		-			,541	16,341
				<i></i>	,,,,,,	
				Tons.	Tons.	
1872 -	•	-	-	50,697	34,885	17,865
18 <b>73</b> -	-	-	-	39,430	17,646	19,848
1874 -	-	-	-	34,917	17,404	27,092
1875 -	-	-	-	37,520	20,001	14,722
1876 -	-	-	-	32,707	15,581	16,148
1877 -	•	-	-	26,884	12,864	14,751
1878 -	-	-	-	21,367	19,677	12,851
1879 -	-	-	-	24,733	16,809	8,323
1880 -	-	-	-	12,629	34,201	12,939
1881 -	-	-	- '	20,735	34,909	11,441
1882	-	-	- 1	56,594	78,612	17,407
1883 -		-	- !	35,223	49,387	14,681
1884 -		-	_	57,162	20,472	11,814
1885 -		-	- !	15,930	9,681	20,852
1886 -	_	-	′	27,075	14,392	17,276
887 -		-		15,247	14,822	14,390
1888 -			-	31,936	26,828	25,403
889 -			-	32,502	24,676	18,828
1890 -	_	_		24,018	50,516	12,459
1891 -	_	-		28,465	31,694	10,339
892 -	-	_		18,604	14,384	12,311
1893 -	•	-	1	21,795	17,617	3,045
	•	•	-	18,240	26,865	8,086
1894 -	•	•	-	22,945	28,415	8,336
1895 -	•	•	-	i i		9,013
1896 -	•	-	-	39,158	28,955	7,695
1897 -	-	-	-	55,780	26,684	
1698 -	-	-	-	37,534	30,108	15,782 13 135
1899 -			-	68,276	37,887	13,135
900 -	-	-	-	89,299	43,137	17,540

# TONNAGE BUILT, BOUGHT ABROAD, AND SOLD TO FOREIGNERS, IN GERMANY.

TABLE, No. 18.—Tonnage Built, Tonnage Bought Abroad, and Tonnage Sold to Foreigners, in Germany, in each of the Years 1878 to 1900.

	YEARS	3.		Tonnage of Vessels Built.	Tonnage of Vessels Bought Abroad.	Tonnage of Vessels Sold to Foreigners.
				Tons.	Tons.	Tons.
1878 -		-	-	32,631	40,625	19,259
1879 -		-	-	30,013	60,477	8,741
1880 -	-	-	-	25,460	55,367	17,827
1881 -	-	-	-	34,656	53,881	25,037
1882 -	-	-		62,411	56,317	20,359
1883 -	-	-		74,469	53,676	24,824
1884 -	-	-	•	54,727	31,192	22,728
1885 -	-	-	-	68,330	50,885	51,208
1886 -			-	37,741	35,410	21,700
1887 -	-	•	-	27,170	40,362	40,788
1888 -	-	-	-	28,281	60,880	44,150
1889 -	-	-	-	77,706	115,883	61,146
1890 -	-	-	-	71,895	122,× <b>47</b>	48,575
1891		-	-	70,547	60,015	50,815
1892 -	-	•	-	49,307	60,722	39,691
1893 -		-	-	47,685	43,180	28,336
1894 -	-	-	-	71,960	<b>5</b> 9,1 <b>16</b>	44,011
1895 -	-	-	-	68,330	50,885	51,208
1896 -	-	-	-	42,179	97,585	42,608
1897 -	-	-	•	86,619	66.879	44,750
1898 -		-		88,608	92,735	52,529
1899 -	•	-	•	103,311	81,280	43,531
1900 -	-	-		118,828	177,007	46,864

#### PART III.—WAGES, NUMBER EMPLOYED, AND

#### WAGES OF ABLE SEAMEN.

TABLE, No. 19.—PREDOMINANT RATES of Wages paid per Month to Able Seamen for certain Voyages 1870, 1880, 1885, 1890, [The Seamen are provided with

Port. VOYAGE. 1870. 1880. 1885. 1890. 1895. I.-ABLE SEAMEN England and Wales. East Coast. 55 to 60 70 Newcastle and Shields -West Coast of America . 50 to 55 50 to 55 en) 1 Middlesbrough East Indies and China . 55 to 60 Bristol Channel. South America and West Indies . West Coast of America 56 Australia and New Zealand . 55 Rast Indies and China -Cape, Natal and East Coast of Africa -West Coast of America -55 8 Other Ports. North America, East Coast -65 50 to 60 60 70 55 9 West Coast of America -50 50 55 10 Liverpool Australia and New Zealand . 50 55 11 East Indies and China - -50 50 55 12 North America, East Coast -55 to 70 55 70 to 75 18 50 West Coast of America - -14 Australia and New Zealand . **5**0 50 55 70 15 Cape, Natal and East Coast of Africa . 50 50 to 55 55 70 55 16 SCOTLAND. Australia and New Zealand - -55 55 70 45 to 55 55 Glasgow - - -17

		II.—ABLE	SEAMEN
England and Wales.	a. a. a.	<b>.</b>	s.
East Coast.	North America, East Coast 70 70 70 to 75	90 to 95	80 18
	South America and West Indies 70 70 to 75	90 to 95	80 19
Newcastle and Shields -	Mediterranean 70 70 70 to 75	90 to 95	80 20
	Baltic		80 21
	Running Agreements		80 22
	North America, East Coast		80 23
	South America and West Indies		80 24
underland <	Mediterranean		80 25
	Running Agreements		80 26
Middlesbrough	Baltic		80 27
	North America, East Coast		80 28
Hull	East Indies and China		80 29
<del></del>	Mediterranean		80 30

Note. - For the years 1896-1901 the predominant rates have been compiled by the Board of Trade from mouthly returns furnished by the Superin-

#### CONDITIONS OF EMPLOYMENT IN THE UNITED KINGDOM.

#### WAGES OF ABLE SEAMEN.

from the Principal Ports of the United Kingdom on Foreign-going Vessels for the years and 1895-1901.

Food in addition to Wages.]

	1896.	1897.	1898.	1899.	1900.	1901.	Voyage.	Port.
N	SAILIN	G VESSI	RLS.					
1	g. 60	e. 60	e. 60	s. 65	s. 60 and 65	s. 60 and 65.	West Coast of America	England and Wales  East Coast.  Newcastle and Shield
2	60	60	56	60	60	60	East Indies and China	Middlesbrough.
2	56	60	60	60	60	60	South America and West Indies	Bristol Channel
4	56	60	60	60	60	60	West Coast of America	
5	55	60	60	60	60	60	Australia and New Zealand -	Cardiff.
6	55	60	60	60	60	80	East Indies and China	
7	55	60	60.	60	60	60	Cape, Natal, and East Coast of	
8	55	60	55 & 60	60	60	60	Africa.  West Coast of America	Swansca.
9	55	55 & 60	55	80	60	60	North America, East Coast -	Other Ports.
0	55	56	55	56	60	60	West Coast of America	
1	55	55	55	55	60	60	Australia and New Zealand -	Liverpool.
2	50 dt 56	55	55	56	60	60	East Indies and China	
8	55	55	55	60	60 and 65	60	North America, East Coast -	)
4	55	56	56	60	60 and 65	60	West Coast of America	
5	<b>5</b> 5	55	55	60	60	60	Australia and New Zealand -	London.
6	55	55	56	60	60	60	Cape, Natal, and East Coast of Africa.	
7	55	55	55	60	60	60	Australia and New Zealand -	SCOTLAND. Glasgow.
		1	1 40 1		1	1 00	Activities and 110 W activity	Charles .
<b>T</b>	STEAMS	BHIPS.	····					, <del></del> •
Ì	<b>s</b> .	<b>a.</b>	<b>s</b> .	s.	<b>s</b> .	<b>a.</b>		ENGLAND AND WALE
8	80	80	85	90	90	90	North America, East Coast -	East Coast.
9	80	80	85	90	90	90	South America and West Indies	
- 1	80	80	85	90	90	90	Mediterranean	Newcastle and Shield
20	<b></b>	1			1		Baltic	
-	80	80	86	90	90	90		
21		80 80	85 85	90	90	90	Running Agreements	}
20 21 22 23	80							) 
22	80 80	80	85	90	90	90	Running Agreements	
21 22 23	80 80	80 80	85 85	90 90	90	90	Running Agreements North America, East Coast -	Sunderland.
21 22 23 24	80 80 80	80 80 80	85 85 85	90 90 90	90 90 90	90 90	Running Agreements North America, East Coast - South America and West Indies	Sunderland.

'uperintendents of Morcantile Marine showing the number of engagements at each rate. For previous years the rates are based on annual tendents of Morcantile Marine.

#### WAGES OF ABLE SEAMEN—continued.

TABLE, No. 19.—PREDOMINANT RATES of WAGES paid per MONTH to Able Seamen for certain for the years 1870, 1880, 1885,

[The Seamen are provided with

Port.	VOTAGE.	1870.	1880.	1885.	1890.	1895.	
					II.—ABL	E SEAMI	en
ENGLAND AND WALES —continued.  Bristol Channel.  Bristol	North America, East Coast	s	<b>8.</b>	<i>8</i> .	s. 100	<b>s.</b> 70	1
Avonmouth	North America, East Coast					80	2
Newport (Mon.)	Mediterranean					70	3
• • •	North America, East Coast					70	4
	South America and West Indies		_			70	5
	East Indies and China						
		• •	• •	•		70	6
ardiff	Cape, Natal, and East Coast of Africa.	• •				70	7
	Mediterranean					70	8
	Baltic				• •	70	9
(	Running Agreements				• •	70	10
(	North America, East Coast					80	11
wansea	Mediterranean					75	12
Į	Running Agreements					75	13
Other Ports.	North America, East Coast	80	70 to 80	75 to 80	90	80 & 90	14
	South America and West Indies	)	** 4 - 00	rr + - 00		, <sup>70</sup>	15
iverpeol	West Coast of America	} 60 .	55 to 60	55 to 60	80	70	16
iverpaor	East Indies and China	55	55	60	80	70 de 75	17
	West Coast of Africa	55	50	50	70 to 80	60	18
· ·	Mediterranean	60	55	60	80	70	19
(	North America, East Coast	70 to 80	65 to 70	70	90	80	20
	South America and West Indies	60 to 65	65	65 to 70	80 to 85	70	21
_	Australia and New Zealand	50	60 to 65	65 to 70	80	70	22
ondon	East Indies and China Cape, Natal, and East Coast of Africa.	60 to 65	60 to 65 70	65 to 70 60 to 70	80 to 85	70 & 85 70 & 80	23
	Mediterranean	80 to 80					24
	Running Agreements	60 to 70	65 to 75	65 to 75	80 to 90	75	25 26
,	South America and West Indies					75 & 80 80	27
outhampton	Cape, Natal, and East Coast of Africa.					80	28
SCOTLAND.	North America, East Coast	80	70	70	92/6	80	29
lasgow	Mediterranean	65	60 to 70	60 to 65	80	70	90
Ingrise.	Running Agreements					70	31
IRELAND. Cublin	North America, East Coast					75	32
Belfast	North America, East Coast		1			70	33

Note.—For the years 1895-1901 the predominant rates paid have been compiled by the Board of Trade from monthly returns years the rates are based on annual returns made

#### WAGES OF ABLE SEAMEN—continued.

VOYAGES from the PRINCIPAL PORTS of the UNITED KINGDOM on FOREIGN-GOING VESSELS 1890, and 1895–1901—continued.

Food in addition to Wages.]

.! _!	1896.	1897.	1898.	1899.	1900.	1901.	Voyage.	PORT.
01	N STEAD	(SHIPS⊸	ontinued.					
								ENGLAND AND WALE
1	8.			8.	<b>5</b> .			Bristol Channel
1	70	75	80	80	80	80	North America, East Coast -	Bristol.
:	80	80	80	90	90	90	North America, East Coast -	Avonmouth.
	70	80	80	90	90	90	Mediterranean	Newport (Mon.)
	70	80	80	80 dt 90*	80 dt 90*	80 & 90°	North America, East Coast -	h
	70	80	80	80 & 90*	90 dt 90*	80 & 90*	South America and West Indies	
•	70	80	80	90	80 & 90°	80 & 90°	East Indies and China	.
	70	80	80	90	80 & 90*	80 dt 90*	Cape, Natal, and East Coast of Africa.	Cardiff.
3	70	80	80	80 & 90*	80 & 90 <b>*</b>	80 & 90*	Mediterranean	
1	70	80	80	80	80	80	Baltic	
1	70	80	. 80	80 & 90°	80 dt 90*	80 & 90°	Running Agreements	Į)
	80	85	80 dt 85	90	80 dt 90	80 dt 90	North America, East Coast -	h
	75	80	80	90	90	90	Mediterranean	Swansea.
1	75	. 80	80	90	90	90	Running Agreements	J)
١	80 <b>&amp;</b> 90	80 dt 90	80 dt 90	80 dt 90	80 & 90	80 dt 90	North America, East Coast -	Other Ports.
1	70	70	70	70	70	70	South America and West Indies	
١	70	70	70	70	70	70	West Coast of America	] [
1	75	75	75	75	80	80	East Indies and China	Liverpool
	. 60	80	60	60	60	60	West Coast of Africa	
١	70	70	70	70	70	70	Mediterranean	)
	80	80	80	90	90	90	North America, East Coast -	h
	70	70	70, 75 & 80	80	80	80	South America and West Indies	
:	70	70	70	70 & 80	80	80	Australia and New Zealand .	
	70	70	70	80	80	80, 85 & 90	East Indies and China	London.
•	70 dt 80	70 & 90	70 & 80	80	80	80 dt 90	Cape, Natal, and East Coast of	
5	75	75	70, 75 & 80	80 dt 85	80 & 85	80 dt 85	Mediterranean	
5	75 & 80	75 & 80	75 & 80	85 & 90	90	85 & 90	Running Agreements	)
7	80	80	80	80	80	80	South America and West Indies	Southampton.
8	80	80	80	90	80	<b>\$</b> 0	Cape, Natal, and East Coast of Africa.	Į)
9	80	80	80	80	80	80	North America, East Coast -	SCOTLAND.
0	70 ·	70	70	80	80	80	Mediterranean	Glasgow.
1	70	70	70	80	80	80	Running Agreements	IRELAND.
2	75	80	80	90	90	90	North America, East Coast -	Dublin.
13	70	80	80	86	- 85	85	North America, East Coast	Belfast.

furnished by the Superintendents of Mercantile Marine, showing the number of engagements at each rate. For previous by the Superintendents of Mercantile Marine.

\* In 1899, 1900 and 1901 90s. was the predominant rate at Barry, and 80s. at Cardiff and Penarth.

#### WAGES OF FIREMEN AND TRIMMERS.

TABLE, No. 20.—PREDOMINANT RATES of WAGES paid per Month to Firemen and Trimmers for certain Voyages from the Principal Ports of the United Kingdom on Foreign-going Vessels for each of the years 1897 to 1901.

[The Firemen and Trimmers are provided with Food in addition to Wages.]

PORT.	VOYAGE.	1897.	1898.	1899.	1900.	1 <b>901.</b>
	FIRE	1 E N.*				
NGLAND AND WALES.		8.	; <b>8.</b>	, <b>8,</b>	8.	8.
East Coast.	North America, East Coast	80	85	90	90	90
1	South America and West Indies	8)	85	90	90	90
Newcastle and	Mediterranean	80	85	. 90	90	90
Shields -	Baltic	80	85	90	90	90
	Running Agreements	80	85	90	90	90
,						
1	North America, East Coast	80	85	90	90	90
Sunderland,	South America and West Indies -	80	85	90	90	90
	Mediterranean	80	85	90	90	90
(	Running Agreements	80	85	90	90	90
Middlesbrough -	Baltic	80	85	90	, 90	90
(	North America, East Coast -	85	85	90	90	90
Hull	East Indies and China	85	85	! : <b>90</b>	90	90
	Mediterranean	85	85	85	87/6	87/6
Bristol Channel.				; !	•	-,,-
Bristol	North America, East Coast	80	85	85	85	85
Avonmouth	North America, East Coast	90	90	95	95	95
Newport (Mon.) -	Mediterranean	80	80	90	90	90
(	North America, East Coast	80	80	80 & 90 +	80 & 90†	80 & 9
	South America and West Indies	80	80	80 & 90 +	80 & 90†	80 & 9
	East Indies and China	80	80	90	80 & 90+	80 & 9
Cardiff	Cape, Natal, and East Coast of	80	80	90	80 & 90+	80 & 9
	Africa. Mediterranean	80	80	80 & 90 †	80 & 90†	80 & 9
	Baltic	80	80	80	80	80
, ,	Running Agreements	80	80	80 & 90 †	80 & 90†	80 & 9
(	North America, East Coast	90	85 & 90	95	85 & 95	85 & 9
Swansea	Mediterranean	85	85	95	95	95
l	Running Agreements	85	85	95	95	95
Other Ports.	North America, East Coast	90 & 100	90 & 100	90 & 100	90 & 100	00 ft 1
	South America and West Indies	80	80	80	80 & 100	90 & 1
				1		80
Liverpool	West Coast of America	80	80	80	80	. 80
	East Indies and China	80	80	80	80	80
	West Coast of Africa	70	70	70	70	70
l	Mediterranean	<b>80</b> 	80	80	80	80

Note.—The Table has been compiled by the Board of Trade from Monthly Returns furnished by the Superintendents of Mercantile Marine, showing the Number of Engagements at each Rate.

\* Many firemen also act as trimmers.

† In 1899, 1900 and 1901, 90s. was the predominant rate at Barry, and 80s. at Cardiff and Penarth.

#### WAGES OF FIREMEN AND TRIMMERS-continued.

TABLE, No. 20.—Predominant Rates of Wages paid per Month to Firemen and Trimmers for certain Voyages from the Principal Ports of the United Kingdom on Foreign-going Vessels for each of the years 1897 to 1901—continued.

[The Firemen and Trimmers are provided with Food in addition to Wages.]

Port.	Voyage.	1897.	1898.	1899.	1900.	1901.
	Firemen*—con	tinued.				
England.						_
Other Ports—continued.		8.	8.	8.	<b>8.</b>	8.
(	North America, East Coast	90	90	100	100	100
	South America and West Indies -	80	80	90	90	90
1	Australia and New Zealand	80	80	80 & 90	90	90
London	East Indies and China	-80	80	90	90	90
	Cape, Natal, and East Coast of Africa	80 & 90	80 & 90	90	90	90 & 100
	Mediterranean	80	80	85 & 90	85 & 90	85 & 90
. (	Running Agreements	80	80	90	90	90
Southampton .	South America and West Indies	95	95	95	.95	95-
soucestubron . (	Cape, Natal, and East Coast of Africa	95	95	95	95	95.
SCOTLAND.	North America, East Coast	80	80	80	80	80.
Glasgow •	Mediterranean	75	75	80	80	80-
IRELAND.	Running Agreements	75	75	80	80	<b>80</b> ·
Dublin · · ·	North America, East Coast	85	85	95	95	95
Belfast	North America, East Coast	85	85	90	90	90-

#### TRIMMERS.

England.		8.	<b>s</b> .	8.	8.	8.
Hull	- North America, East Coast	80	80	85	85	85
•	North America, East Coast	80 & 90	80 & 90	80 & 90	80 & 90	80 & 9
	South America and West Indies	70 & 80	70 & 80	70 & 80	70 & 80	70 & 8
Liverpool -	West Coast of America	70	70	70	70	70
	West Coast of Africa	60	60	60	60	60
	Mediterranean	65 & 70	65 & 70	65 & 70	65 & 70	65 & '
	North America, East Coast	80	80	90	90	90.
London - ·	Australia and New Zealand -	70	70	70 & 80	80	80
	Cape, Natal, and East Coast of Africa	80	80	80	80 & 90	80 &
n	South America and West Indies	75	75	75	75	75
Southampton	Cape, Natal, and East Coast of Africa	80	80	80	80	80
SCOTLAND.						
Glasgow	- North America, East Coast	60	60	60	60	60

Note.—The Table has been compiled by the Board of Trade from Monthly Returns furnished by the Superintendents of Mercantile Marine, showing the Number of Engagements at each Rate.

\* Many Firemen also act as Trimmers.

WAGES OF MATES, ENGINEERS, AND PETTY OFFICERS-PREDOMINANT RATES.-SAILING VESSELS.

TABLE, No. 21.—Predominant Rates of Wages paid to Mates, Boatswains, Carpenters, Sailmakers, and Engineers employed in the FOREIGN TRADE upon Sailing Vessels registered in the British Islands, distinguishing the Tonnages of the Vessels for the years 1870, 1880, 1890, and 1895 to 1901.

(The Rates are *Monthly*, and are in addition to Provisions, except when otherwise stated. -Exceptional Rates, such as those paid to Officers on Cable Ships or to Guarantee Engineers, are not included.)

			1870.	1880.	1890.	1895.	1896.	1897.	1898.	1899.	1900.	190
			s.	8.	8.	8.	8.	8.	8.	8.	8.	8.
	Under 500 tons	•	110	120	120	120	120	110	110	110	120	11
	Of 500 and under 1,000 tons	•	130	135	140	130	130	130	130	125	140	13
First Mates	- Of 1,000 and under 1,500 tons	•	148	147	150	145	145	145	145	135	145	11
	Of 1,500 and under 2,000 tons		164	155	158	160	155	160	160	- 150	155	10
	Of 2,000 tons and upwards	•	165	170	170	160	160	160	160	155	160	10
	Under 500 tons	-	80	84	85	80	80	77	77	85	75	;
	Of 500 and under 1,000 tons-	-	91	92	92	85	85	80	80	85	90	!
second Mates	- Of 1,000 and under 1,500 tons	•	100	100	99	95	95	90	90	100	95	1
	Of 1,500 and under 2,000 tons	-	111	111	106	100	100	100	100	100	100	1
	Of 2,000 tons and upwards -	•	120	120	111	100	100	100	100	100	100	1
	Under 500 tons	-	Not	genera	lly car	ried.	75	_	-	_		
	Of 500 and under 1,000 tons	-	60	62	61	60	63	60	60	65	70	
hird Mates	- Of 1,000 and under 1,500 tons	-	63	65	72	60	65	66	60	65	65	
	Of 1,500 and under 2,000 tons	-	74	73	75	65	68	65	65	70	70	
	Of 2,000 tons and upwards	-	75	75	78	70	70	70	70	70	70	
	(Under 500 tons	-	70	72	81	75	75	70	75	75	80	
	Of 500 and under 1,000 tons	-	79	82	87	95	90	85	85	90	90	
loatswains ·	- Of 1,000 and under 1,500 tons	-	78	84	94	90	90	80	80	75	75	
	Of 1,500 and under 2,000 tons	-	88	89	95	85	83	83	80	80	80	
	Of 2,000 tons and upwards-	•	90	90	95	83	85	85	85	80	80	
	Under 500 tons	-	10 <del>4</del>	102	95	85	95	85	80	85	-	
	Of 500 and under 1,000 tons	-	104	107	110	100	100	100	100	100	100	1
arpenters -	- Of 1,000 and under 1,500 tons	-	111	112	·113	103	105	105	105	105	105	1
	Of 1,500 and under 2,000 tons	-	112	112	119	110	105	105	105	110	110	1
	Of 2,000 tons and upwards -	•	115	116	120	117	115	115	110	110	110	1
	Under 500 tons	-	60	65	79	-	-	-	-	70	65	
•	Of 500 and under 1,000 tons-	•	78	85	89	70	70	70	70	75	75	
ailmakers -	- Of 1,000 and under 1,500 tons	•	87	87	93	90	88	80	85	80	90	
	Of 1,500 and under 2,000 tons	-	96	90	97	90	88	85	85	85	90	
	Of 2,000 tons and upwards-	-	95	98	98	95	90	90	90	85	85	1

WAGES OF MATES, ENGINEERS, AND PETTY OFFIGERS-PREDOMINANT RATES-STEAM VESSELS.

TABLE, No. 22.—Predominant Rates of Wages paid to Mates, Boatswains, Carpenters, Sailmakers, and Engineers employed in the FOREIGN TRADE upon Steam Vessels registered in the British Islands, distinguishing the Tonnages of the Vessels for the years 1870, 1880, 1890, and 1895 to 1901.

(The Rates are *Monthly*, and are in addition to Provisions, except when otherwise stated. Exceptional Rates, such as those paid to Officers on Cable Ships or to Guarantee Engineers, are not included.)

		187	).   18 <b>8</b> 0.	1890.	1895.	1896.	1897.	1898.	   1899. 	1900.	1901.
		8.	8.	s.	8.	8.	8.	8.	8.	8.	8.
	/Under 500 tons	- 18	0 150	146	145	150	150	150	145	155	160
	Of 500 and under 1,000 tons-	17		170	165	160	160	160	165	165	165
First Mates -	Of 1,000 and under 1,500 tons	- 20	1	183	175	180	170	170	18)	180	180
,	Of 1,500 and under 2,000 tons	- 20		205	200	200	200	200	190	200	190
	Of 2,000 tons and upwards -	- 22	1	240	235	235	240	240	240	235	235
	Under 500 tons	- 10	6 107	110	120	110	105	110	110	110	120
	Of 500 and under 1,000 tons	- 12	1 121	122	120	120	120	120	120	125	120
Second Mates - (	Of 1,000 and under 1,500 tons	- 14	0 126	132	130	130	130	130	135	130	130
,	Of 1,500 and under 2,000 tons	- 15	0 148	144	140	145	140	140	145	145	145
i	Of 2,000 tons and upwards -	- 17	0 170	167	155	160	160	160	165	165	165
.1	Under 500 tons	- Not	renerally	carried	i. 100	100	100	_	85	_	100
	Of 500 and under 1,000 tons	-   9	4   92	94	110	110	110	105	110	115	105
Third Mates - <	Of 1,000 and under 1,500 tons	- 8	9 98	105	110	110	110	110	110	110	110
	Of 1,500 and under 2,000 tons	- 11	0   110	106	110	110	110	110	115	120	115
	Of 2,000 tons and upwards -	- 12	0 125	130	120	140	140	140	130	135	130
·	/Under 500 tons	-   E	4 82	100	80	85	95	90	95	100	115
	Of 500 and under 1,000 tons	-   E	7 87	102	90	95	90	90	95	100	95
Boatswains <	Of 1,000 and under 1,500 tons	- 8	8 93	105	100	95	100	100	100	100	100
	Of 1,500 and under 2,000 tons	- 10	0 102	105	97	95	100	100	100	100	100
	Of 2,000 tons and upwards -	- 10	5 106	112	110	110	110	1.10	110	110	115
(	/Under 500 tons	- 10	8 110	112	110	110	105	105	105	110	100
	Of 500 and under 1,000 tons	-   11	5 115	114	115	115	115	115	120	120	120
Carpenters <	Of 1,000 and under 1,500 tons	- 11	2 115	123	120	115	120	120	120	120	120
	Of 1,500 and under 2,000 tons	- 12	0   117	123	120	125	120	120	120	120	120
	Of 2,000 tons and upwards -	- 12	0   120	127	125	125	130	130	135	135	130
	Under 500 tons (weekly, withou provisions)	1t - 5	8 62	65	66	66	66	64	63	64	60
	Of 500 and under 1,000 tons	- 29	0 311	297	270	280	280	280	280	280	275
First Engineers - (	Of 1,000 and under 1,500 tons	- 29	0 326	315	300	310	300	.300	310	300	310
	Of 1,500 and under 2,000 tons	- 33	9 330	336	320	320	320	320	325	330	335
,	Of 2,000 tons and upwards -	- 35	0 372	353	360	380	380	380	370	365	355
	Under 500 tons (weekly, withou provisions)	ıt - 4	0 43	43	44	45	44	45	47	43	45
Casas J. Tradition	Of 500 and under 1,000 tons	- 20	0 216	205	195	200	200	200	200	200	220
Second Engineers (	Of 1,000 and under 1,500 tons	- 21	8 234	223	220	210	210	210	220	215	220
	Of 1,500 and under 2,000 tons	- 25	2 241	223	230	230	230	230	240	230	235
	Of 2,000 tons and upwards -	- 25	289	255	250	260	270	270	265	255	265
	Under 500 tons (weekly, without provisions)	1t   _	_	36	-	-	-	<b>3</b> 0	-	37	45
Mi	Of 500 and under 1,000 tons	- 12	9   156	144	130	155	140	135	135	135	145
Third Engineers - (	Of 1,000 and under 1,500 tons	- 17	163	157	155	160	155	155	150	150	155
	Of 1,500 and under 2,000 tons	- 20	0   197	171	160	160	160	160	165	160	165
	Of 2,000 tons and upwards -				i						

# Wages of Mates, Engineers, and Petry Officers—Maximum, Minimum, and Predominant Rates.

TABLE, No. 23.—MAXIMUM, MINIMUM, and PREDOMINANT RATES of Wages paid in 1900 and 1901 upon Sailing and Steam Vessels registered in the British Islands,

(The Rates are Monthly, and are in addition to Provisions; except when otherwise stated. Exceptional

Marit   Minit   Mini				First	Mates.					Second	Mates.		
Mail:   Minist   Prop.   March   Maint   Prop.   March   Maint   Mai	Voyage		1900.			1901.			1900.			1901.	
ON SAILING VERSERIA.  A. A. S. A. A. A. A. A. A. A. A. A. A. A. A. A.	and Class of Vessel.			domi- nant			domi- nant			domi- nant			Pre- domi nant Rate
North America : East Coast   180   100   145   188   100   135   115   30   100   120   60								-	(1	).—Gr	OUP <b>E</b> D	ACCOL	RDING
South America and West Indies 170 100 140 188 106 125 110 65 100 110 80 Australia and New Zealand 900 110 155 800 110 155 120 70 66 139 80 East Indies and China 170 120 120 120 120 120 120 120 120 120 12	On Sailing Vessels.	e.	<b>s</b> .	<b>s</b> .	<b>a.</b>	8.	s.	.	<b>8.</b>	8.	<b>.</b>	8.	8.
Australia and New Zealand . 200 110 155 200 180 155 120 70 96 129 80 200 200 110 185 200 180 110 180 110 85 200 100 110 85 200 200 200 200 200 200 110 180 85 200 200 200 200 200 200 120 170 200 180 200 200 200 200 200 120 170 120 200 200 200 200 200 120 170 120 200 200 200 200 120 170 120 200 200 200 200 120 170 120 200 120 120 200 120 120 120 120 12	North America : East Coast	180	100	145	185	100	185	115	80	100	120	90	100
Raet Indies and China	South America and West Indies -	170	100	140	185	105	125	110	66	100	, 110	80	95
Cape, Natal, and East Coast of Africa  180  180  180  180  180  180  180  18	Australia and New Zealand	200	110	155	200	120	155	120	70	96	129	80	100
Meditortanean -   120	East Indies and China	170	120	160	180	140	160	110	80	100	110	85	105
West Coast of Africa - 180 130 180 180 180 120 165 120 80 100 180 80 West Coast of Africa - 130 105 130 130 130 130 130 110 120 105 105 106 106 OX CARGO STEAMERS.  OCH America: East Coast - 200 160 215 300 160 220 240 110 150 240 110 1001 America and West Indies - 500 180 300 300 180 186 220 120 140 146 220 130 140 180 180 180 180 180 180 180 180 180 18	Cape, Natal, and East Coast of Africa	180	110	140	180	110	150	115	80	100	125	80	105
West Coast of Africa   190   105   120   120   130   106   106   106   106	Mediterranean	120	85	100	-	_	-	-	-	-	-	-	-
ON CARGO STRAMERS.  North America: East Coast - 800 160 215 300 160 220 240 110 150 240 110 100 100 1 America and West Indies 800 160 200 300 180 195 220 100 145 220 130 130 140 145 220 130 140 145 220 130 140 145 220 130 140 145 220 130 140 145 220 130 140 145 220 130 140 145 220 130 140 145 220 130 140 145 220 130 140 140 140 140 140 140 140 140 140 14	West Coast of America	180	120	150	180	120	155	120	80	100	180	80	106
Forth America : East Coast - 800 160 215 800 160 220 240 110 150 240 110 160 145 220 130 130 145 220 130 130 145 220 130 130 145 220 130 130 145 140 145 140 140 130 140 140 140 140 140 140 140 140 140 14	Vest Coast of Africa	120	105	120	120	110	120	105	105	105	-	-	_
forth America : East Coast - 800 160 215 300 160 220 240 110 150 240 110 outh America and West Indies - 800 180 220 820 180 180 1220 100 145 220 130 130 ast Indies and China - 840 180 220 820 140 196 220 20 120 170 220 110 ast Indies and China - 840 180 220 830 140 196 220 240 120 170 220 110 ast Indies and China - 840 180 220 840 180 220 240 120 170 220 110 ast Indies and China - 840 180 180 180 180 180 180 180 180 180 18	On Cargo Steamers.							1					
Outh America and West Indies - 300		800	160	215	300	160	220	240	110	150	240	110	155
Number   N	outh America and West Indies -	800	1		1			220	100	145	220	120	145
Sast Indies and China 840 180 230 840 160 230 200 130 170 220 110 130 170 220 110 130 130 130 130 130 130 130 130 13	ustralia and New Zealand	800	1		1						240		140
App.   Natal   and East Coast of Africa   300   160   196   800   160   200   240   120   146   240   110			1		1						1		160
Test Coast of America 280 140 175 280 140 175 280 160 180 200 100 130 280 100 140 176 200 100 140 140 176 200 160 160 160 140 140 176 200 160 160 160 140 140 170 180 180 180 180 180 180 180 180 180 18					1 1								145
Fest Coast of America 240 200 200 240 180 200 160 160 160 160 140 170 120 180 170 180 180 180 180 180 180 180 140 170 120 180 180 180 180 180 180 180 180 180 18													180
Fort Coast of Africa					i 1						l i	- 1	155
ON PASSENCER STEAMERS.  Orth America: East Coast - 400 180 255 400 180 255 300 140 196 800 140  unstrails and New Zealand - 340 200 300 340 200 225 240 140 190 240 140  ast Indies and China - 375 220 820 840 200 225 240 140 190 240 140  ast Indies and China - 375 220 820 840 200 225 220 140 196 220 140  ape, Natal, and East Coast of Africa 400 200 275 820 220 140 180 240 120  (editerranean 220 160 175 220 160 175 240 120 185 240 120  Fest Coast of America - 240 240 240 240 240 240 180 180 180 180 180 180 180  Fest Coast of Africa - 240 220 240 180 240 180 180 180 180 180 180 180  TON SAILING VESSELS.  If 100 and under 1,000 tons - 180 115 140 120 110 120 120 80 81 120 80  M 1,000 and under 2,000 tons - 200 180 155 200 130 160 180 120 80 120 80  M 1,000 and under 2,000 tons - 200 180 155 200 130 160 120 90 100 120 80  M 1,000 and under 2,000 tons - 200 180 155 200 130 160 120 90 100 130 90  ON STEAMERS.  Under 500 tons (weekly, without 60 40 45 60 35 50 47 25 85 50 27 provisions).  ON STEAMERS.  Under 500 tons (weekly, without 60 40 45 60 35 50 47 25 85 50 27 provisions).  ON STEAMERS.  Under 500 tons (weekly, without 60 40 45 60 35 50 47 25 85 50 27 provisions).  ON STEAMERS.  Under 500 tons (weekly, without 60 40 45 60 35 50 47 25 85 50 27 provisions).  ON STEAMERS.  Under 500 tons and under 1,000 tons - 260 150 165 240 150 165 180 100 125 180 100 100 110 100 100 100 100 100 100		i i						i		i		1	185
Orth America : East Coast				-50		-10	-50			1			
Outh America and West Indies - 800 900 260 800 190 255 220 140 170 240 140 ustrails and New Zealand - 340 900 800 840 900 225 240 140 190 940 140 ast Indies and China		400		055		100		•	140	30r	•••		000
Unstrails and New Zealand - 340 200 800 840 200 225 240 140 190 240 140 ast Indies and China			1		i i							- 1	220
### Indies and China				1	1					İ			170
ape, Natal, and East Coast of Africa 400 200 275 880 200 285 260 140 180 240 120  Test Coast of America 240 240 240 240 240 240 180 180 180 180 180  Test Coast of Africa 240 220 240 240 180 180 180 180 180 180  Town Sailing Vessuls.  The South of Africa 160 85 120 190 100 110 95 65 75 80 80 80  M 1,000 and under 1,000 tons - 180 115 140 180 110 185 115 70 95 120 80  M 1,000 and under 2,000 tons - 200 180 185 200 130 160 120 90 100 130 90  M 2,000 tons and upwards - 200 140 160 180 180 120 90 100 130 90  ON STEAMERS.  Under 500 tons 300 180 180 180 180 180 120 100 125 180 100  110 125 180 100 125 180 100  120 200 110 120 120 120 120 120 120 120					1 1	-						İ	195
Ideliterranean   230   160   175   280   160   175   240   130   186   240   120     Fest Coast of America   240   240   240   240   240   240   240   180   180   180   180   180   180     Fest Coast of Africa   240   220   240   240   240   180   240   160   160   160   160   160   140     Fest Coast of Africa   240   220   240   240   240   180   240   160   160   160   160   160   140     Fest Coast of Africa   240   220   240   240   240   240   180   180   180   180   180     Fest Coast of Africa   240   220   240   240   240   180   240   160   160   160   160   160     Fest Coast of Africa   240   220   240   240   240   240   240   160   160   160     Fest Coast of Africa   240   220   240   240   240   240   240   160   160   160   160     Fest Coast of Africa   240   220   240   240   240   240   240   240   240   240   240   240     Fest Coast of Africa   240   220   240   2	Į.	1	ŀ		1				1		l i	- 1	195
Vest Coast of America 240 240 240 240 240 240 180 180 180 180 180 180 180 Vest Coast of Africa 240 220 240 240 180 240 160 160 160 160 140 140 140 160 170 180 180 180 180 180 180 180 180 180 18	• · ·				1	1			ľ		1 1		185
Test Coast of Africa		1	ŀ			1				ł	1 1	1	180
THE SAILING VESSELS.  2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2									ł				180
THE SAILING VESSELS.  2. 160 86 120 130 100 110 96 65 75 80 80 80 80 80 80 80 80 80 80 80 80 80	est Coast of Africa	240	220	240	240	180	240	160	160	160	160	140	160
## 100 and under 1,000 tons 160	•								(II)	).—Gr	OUPED	ACCOR	DING
## 500 and under 1,000 tons - 180	On Sailing Vresels.			<u>.</u> l	1.1	. 1	, 1	,				<u>,</u> 1	8.
M 1,000 and under 1,500 tons 180 110 145 185 100 155 115 70 95 120 80 M 1,500 and under 2,000 tons 200 180 155 200 130 160 120 80 100 180 80 M 2,000 tons and upwards 200 140 160 180 150 160 120 90 100 130 90 ON STEAMERS.  Under 500 tons (weekly, without 60 40 45 60 35 50 47 25 35 50 27 provisions).  Of 500 and under 1,000 tons 260 150 165 240 150 165 180 100 125 180 100 Of 1,000 and under 1,500 tons 300 160 180 300 140 180 200 110 130 200 110	Inder 500 tons		85				110			75			80
M 1,000 and under 1,500 tons 180 110 145 186 100 155 115 70 95 120 80 M 1,500 and under 2,000 tons 200 180 155 200 130 160 120 80 100 130 80 M 2,000 tons and upwards 200 140 160 180 150 160 120 90 100 130 90 ON STEAMERS.  Under 500 tons (weekly, without provisions). M 500 and under 1,000 tons - 260 150 165 240 150 165 180 100 125 180 100 M	f 500 and under 1,000 tons	160	115	140	160	110	130	105	80	90	120	80	90
M 1,500 and under 2,000 tons - 200 180 155 200 130 160 120 80 100 130 80 M 2,000 tons and upwards - 200 140 160 180 150 160 120 90 100 130 90 M 2,000 tons and upwards - 200 140 160 180 150 160 120 90 100 130 90 M 2,000 tons (weekly, without 60 40 45 60 35 50 47 25 35 50 27 provisions). M 500 and under 1,000 tons - 260 150 166 240 150 165 180 100 125 180 100 M 1,000 and under 1,500 tons - 300 160 180 300 140 180 200 110 130 200 110		180	110	145	185	100	155	115	70	95	120	80	100
ON STEAMERS.  Under 500 tons (weekly, without 60 40 45 60 35 50 47 25 35 50 27 provisions).  1500 and under 1,000 tons - 260 150 166 240 150 165 180 100 125 180 100 101 1,000 and under 1,500 tons - 300 160 180 300 140 180 200 110 130 200 110		200	180	155	200	130	160	120	80	100	180	80	105
Jnder 500 tons (weekly, without provisions).     60     40     45     60     35     50     47     25     35     50     27       provisions).     260     150     165     240     150     165     180     100     125     180     100       201 1,000 and under 1,500 tons - 300     180     180     300     140     180     200     110     130     200     110	·	200	140	160	180	150	160	120	90	100	180	90	105
Under 500 tons (weekly, without 60 40 45 60 35 50 47 25 35 50 27 provisions).  1500 and under 1,000 tons - 260 150 165 240 150 165 180 100 125 180 100 100 110 110 110 110 110 110 110	On Steamers.										ļ		
provisions). 27 500 and under 1,000 tons 260 150 165 240 150 165 180 100 125 180 100 27 1,000 and under 1,500 tons 300 160 180 300 140 180 200 110 130 200 110	·	60	40	45	60	85	50	47	25	85	50	27	35
of 1,000 and under 1,500 tons 300 160 180 300 140 180 200 110 130 200 110	provisions).		1	}	1				100	125	180	100	120
				180	800	140	180	200	110	130	200	110	180
28 Approx	•				800	160	190	240	120	145	220	110	145
	·	1	1	1	!			800	110	165	800	120	165

# Wages of Mates, Engineers, and Petty Officers—Maximum, Minimum, and Predominant Rates.

to Mates, Boatswains, Carpenters, Sailmakers, and Engineers employed in the Foreign Trade distinguishing the various Voyages run, and the Tonnage of Vessels.

Rates, such as those paid to Officers on Cable Ships, or to Guarantee Engineers, are not included).

		Third :	Mates.					Boats	wains.			
	1900.			1901.			1900	) <b>.</b>		1901.		VOYAGE
Maxi mum.	Mini- mun.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	mum		Pre- domi- nant Rate.	AND CLASS OF VESSEL.
o <b>V</b> o	YAGE.	<u>'</u>			<u> </u>	•	<del>' .     .</del>	<u> </u>		<u> </u>	!	
	8.	8.			8.	4.	<b>8.</b>	e.	e.	<b>s.</b> .	<b>8.</b>	On Sailing Vessels.
70	65	67/6	70	60	65	110	70	90	110	65	85	North America : East Coast.
70	80	70	l -	-	_	110	65	80	100	70	80	South America and West Indies
100	60	70	80	60	70	120	60	80	120	60	75	Australia and New Zealand.
85	60	65	70	60	65	90	65	80	100	70	80	Bast Indies and China.
80	60	75	80	80	70	100	60	80	90	66	80	Cape, Natal, and East Coast of Afr
_		_		-	_	95	70	80	-	-	_	Mediterranean.
100	66	75	85	65	70	120	65	80	96	65	80	West Coast of America.
-	-	-	-	-	-	80	70	80	80	70	80	West Coast of Africa.
												On Cargo Stramers.
220	70	180	220	85	140	140	80	105	140	80	110	North America : East Coast.
160	60	115	160	85	115	120	80	96	180	75	100	South America and West Indies
160	90	120	200	100	115	120	90	110	120	80	105	Australia and New Zealand.
160	80	125	160	90	130	140	90	100	140	90	105	Rast Indies and China.
220	90	115	220	80	115	140	80	106	140	96	105	Cape, Natal, and East Coast of Afr
160	70	120	140	80	115	120	60	100	160	64	100	Mediterranean.
180	115	180	180	95	125	100	100	100	110	85	100	West Coast of America.
120	110	110	120	110	120	105	80	100	110	80	100	West Coast of Africa.
		•							1			On Passenger Steamers.
250	110	160	250	110	185	160	95	120	160	90	110	North America : East Coast.
160	100	125	160	100	125	120	100	106	140	90	110	South America and West Indies.
180	90	155	180	90	155	150	100	180	150	90	180	Australia and New Zealand.
160	100	155	160	110	155	185	85	130	180	90	130	East Indies and China.
230	100	145	180	100	155	150	100	125	130	90	125	Cape, Natal, and East Coast of Afri
200	100	105	182	100	105	140	90	100	180 ·	85	100	Mediterranean.
160	160	160	160	140	160	125	125	125	125	125	125	West Coast of America.
120	120	120	120	110	120	100	80	80	100	80	80	West Coast of Africa.
о То	NNAGE	of Ve	SSEL.									
4.	a.	8.	8.	8.	8.	6.	<b>s.</b> ]	s.		ø.	<b>s</b> .	On Sailing Vessels.
-	-	-	-	-	-	110	65	80	100	65	80	Under 500 tons.
70	70	70	-	-	-	110	80	90	100	70	96	Of 500 and under 1,000 tons.
70	60	65	70	60	65	110	60	75	110	. 60	75	Of 1,000 and under 1,500 tons.
100	60	70	85	<b>6</b> 0 ·	65	120	65	80	120	65	80 .	Of 1,500 and under 2,000 tons.
100	60	70	80	70	75	120	70	80	90	65	80	Of 2,000 tons and upwards
	ļ											On Steamers.
-	-	-	-	- 1	-	60	25	88	42	80	82 .	Under 500 tons (weekly, without provisions).
130	80	115	140	90	105	120	75	100	115	75	95	Of 500 and under 1,000 tons.
160	65	110	160	80	110	140	60	100	125	75	100	Of 1,000 and under 1,500 tons.
200	60	120	160	80	115	185	70	100	160	64	100	Of 1,500 and under 8,000 tons
250	70	135	250	80	130	160	80	110	160	75	115	Of 2,000 tons and upwards.

# Wages of Mates, Engineers, and Petty Officers—Maximum, Minimum, and Predominant Bates—continued.

TABLE, No. 23.—Maximum, Minimum, and Predominant Rates of Wages paid in 1900 and 1901 to Mates, (The Rates are *Monthly*, and are in addition to Provisions, except when otherwise stated. Exceptional

			Carpe	enters.					Sailr	nakers.		
Voyage		1900.			1901.			1900.	•		1901.	
AND CLASS OF VESSEL.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi nant Rate	mum.	Mini- mum.	Pre- domi- nant Rate
			)	11	<u> </u>			J <sub></sub>	(I ) G-	ROUPED	Accor	DING
				1 1			1		(1.)	I I	Hood	
On Sailing Vessels.	8.	8.	8.	8.	<b>ø.</b>	8.	8.	8.	<b>s</b> .	<b>8</b> .	8.	e.
orth America : East Coast	180	80	110	130	95	105	110	70	90	120	75	90
outh America and West Indies	180	70	110	120	100	105	100	65	80	90	70	85
astralia and New Zealand	140	55	110	140	65	110	120	66	95	115	60	90
ast Indies and China	120	90	110	120	90	110	120	70	90	120	70	90
spe, Natal, and East Coast of Africa	130	80	110	130	70	110	100	70	85	120	65	85
editerranean	-	-	-	-	-	-	-	-	-	-	-	-
est Coast of America	120	70	105	135	80	105	110	66	85	120	65	90
est Coast of Africa	105	106	106	-	-	-	-	-	-	-	-	
On Cargo Steamers.								1				
orth America : East Coast	147	90	125	150	90	180	-	-	-	-	-	-
outh America and West Indies -	140	100	120	160	90	120	-	-	-	-	-	-
ustralia and New Zealand	150	110	185	160	100	125	105	105	105	-	-	_
ast Indies and China	140	100	130	180	110	125	-	-	-	-	-	-
ape, Natal, and East Coast of Africa	160	68	125	150	100	125	-	_	-	-	-	_
editerranean	147	60	120	147	80	120	-	_ ]	-	-	_	_
est Coast of America	130	120	180	130	110	125	_	_ ]	_	_	_	_
est Coast of Africa	150	100	120	130	100	120	_	_	_	_	_	_
_											1	
On Passenger Steamers.		i					ĺ					
orth America : East Coast	180	120	145	160	100	150	-	-	-	-	-	-
outh America and West Indies -	160	120	180	160	120	180	-	-	-	-	-	-
ustralia and New Zealand	180	120	145	180	180	140	100	100	100	109	90	90
ast Indies and China	150	120	150	150	120	150	-	-	-	-	-	-
ape, Natal, and East Coast of Africa	200	120	140	160	120	140	-	-	-	-	-	-
editerranean	160	110	120	140	110	115	-	-	-	-	-	-
est Coast of America	155	155	155	155	130	155	-	-	-	-	-	-
est Coast of Africa	180	120	120	130	120	120	-	-	-	-	-	-
								(	II.) G	ROUPED	Accor	RDING
On Sailing Vestels.	<b>8.</b>	<b>.</b>		<b>8</b> .	8.	8.	s.	8.	8.	ø.		
nder 500 tons	-	<u> </u>	=	=	-	-	65	66	66	65	66	65
f 500 and under 1,000 tons	120	70	100	120	65	100	100	66	75	105	60	80
f 1,000 and under 1,500 tons	180	55	105	180	70	105	120	65	90	190	60	85
f 1,500 and under 2,00 tons	140	80	110	140	90	110	120	65	90	120	65	90
2,000 tons and upwards	180	90	110	135	90	110	110	70	85	115	75	90
On Stramers.												
nder 500 tons (weekly, without provisions)	40	32	33	85/6	83/6	83 <i> </i> 6	_	_	-	_	_	_
f 500 and under 1,000 tons	180	80	120	180	80	120	_	_	_	-	_	_
f 1,000 and under 1,500 tons	150	60	120	160	90	120	_	_	-	_	_	_
f 1,500 and under 2,000 tons	160	100	120	180	70	120	_	_	_	_	_	_
									- 11	. 1		

# Wages of Mates, Engineers, and Petty Officers—Maximum, Minimum, and Predominant Rates—continued.

Boatswains, Carpenters, Sailmakers, and Engineers employed in the Foreign Trade, &c.—continued.

Rates, such as those paid to Officers on Cable Ships, or to Guarantee Engineers, are not included).

		First En	gineers.					Second	Engineers.	•		
	1900.			1901.			1900.			1901.		VOYAGE  AND CLASS OF VESSEL.
Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	AAD CHASS OF VASSAGE.
то V	OYAGE.											
۵.	<b>8.</b>	8.	8.	8.	<b>8.</b>			8.	8.	8.		ON SAILING VESSELS.
-	-	-	-	-	-	-	-	-	-	-	-	North America: East Coast.
-	-	-	-	-	-	-	-	-	-	-	-	South America and West Indies.
-	-	-	-	-	-	-	-	-	-	-	-	Australia and New Zealand.
-	-	-	-	-	-	-	-	-	-	-	-	East Indies and China.
-	-	-	-	-	-	-	-	-	-	-	-	Cape, Natal, and East Coast of Africa
-	-	-	-	-	-	-	-	-	-	-	-	Mediterranean.
-	-	-	-	-	-	-	-	-	-	-	-	West Coast of America.
-	-	-	-	-	-	-	-	-	_	-	-	West Coast of Africa.
												On Cargo Steamers.
400	220	340	400	240	850	800	150	250	280	180	245	North America : East Coast.
400	240	826	400	260	845	280	180	285	280	160	240	South America and West Indies.
500	800	380	440	240	855	820	210	225	800	160	240	Australia and New Zealand.
450	800	850	600	800	845	800	200	240	860	200	245	East Indies and China.
400	800	840	400	280	840	360	180	240	280	160	285	Cape, Natal, and East Coast of Africa
450	240	300	450	220	806	280	180	215	840	150	215	Mediterranean.
360	320	840	450	. 295	845	240	230	240	240	215	240	West Coast of America.
840	280	820	860	280	840	252	180	285	260	200	285	West Coast of Africa.
										1		ON PASSENGER STEAMERS.
700	300	885	700	800	845	400	220	250	400	220	265	North America : East Coast.
480	300	860	588	300	365	820	220	240	820	220	250	South America and West Indies.
585	360	896	588	360	895	820	210	270	820	240	285	Australia and New Zealand.
585	360	485	588	300	405	800	210	265	300	220	295	East Indies and China.
600	320	405	540	820	410	840	220	280	320	220	285	Cape, Natal, and East Coast of Africa
500	220	296	860	240	295	320	180	205	260	180	200	Mediterranean.
400	400	400	400	360	400	800	800	800	300	260	800	West Coast of America.
400	320	340	860	820	820	260	240	240	260	220	240	West Coast of Africa.
то То	NNAGE	OF VI	POCINT		<u> </u>	J		.l	_!	<u>!</u>		
	MNAGE	OF VI	SOSEL.					<del></del>	11		<del>,</del>	On Sailing Vessels.
<b>s</b> .	<b>s</b> .	R.	<b>8.</b>	8.	s.	8.	8.	8.	s.	9.	<b>s.</b>	Under 500 tons.
-	-	-	-	-	,	-	-	-	-	_	-	Of 500 and under 1,000 tons.
-	-	-	_	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	_	-	-	1 -	-	-	Of 1,000 and under 1,500 tons.
-	_		i -	-	_	_	_	] [	_	-	_	Of 1,500 and under 2,000 tons. Of 2,000 tons and upwards.
-	_		-		_	Ī -	]	-			-	
												ON STEAMERS. Under 500 tons (weekly withou
80	50	64	90	40	60	70	80	48	70	28	45	provisions).
400	220	280	450	220	275	280	140	200	800	150	220	Of 500 and under 1,000 tons
440	240	300	560	240	810	820	155	215	860	180	220	Of 1,000 and under 1,500 tons.
400 700	240	<b>36</b> 0 <b>36</b> 5	590 790	240 280 ·	385 355	800 400	150 190	280 255	860	180	285 265	Of 1,500 and under 2,000 tons. Of 2,000 tons and upwards.
									400	180		

## Wages of Mates, Engineers, and Petty Officers-Maximum, Minimum, and Predominant Rates-continued.

TABLE, No. 23.—Maximum, Minimum, and Predominant Rates of Wages paid in 1900 and 1901 to Mates, Boatswains, Carpenters, Sailmakers and Engineers employed in the Foreign Trade, &c.—continued.

(The Rates are *Monthly*, and are in addition to Provisions, except when otherwise stated. Exceptional Rates, such as those paid to Officers on Cable Ships, or to Guarantee Engineers, are not included.)

			Third Eng	rineers.		
VOYAGE AND CLASS OF VRSSEL.		1900.			1901	•-
et a de la companya d	Maximum.	Minimum.	Predominant Rate.	Maximum.	Minimum.	Predominant Rate.
		(I.)—G1	ROUPED ACCO	RDING TO	Voyage.	·
On Sailing Vessels.	8.	<b>8</b> .	s.	8.	. a.	
North America : East Coast	·   -	-	-	_		-
South America and West Indies	·   -	-		-	-	-
Australia and New Zealand	-	-	-	-	-	-
East Indies and China	-	-			-	-
Cape, Natal, and East Coast of Africa	·   -	-	- :	-	· -	-
Mediterranean	-	-	-		-	-
West Coast of America	-	-	-	-	-	-
West Coast of Africa	-	· -	- :	<u>-</u> ·	-	· -
On Cargo Steamers.						
North America: East Coast	280	120	180	230	120	185
outh America and West Indies	220	120	165	220	120	170
ustralia and New Zealand	260	. 140	195	240	100	170
ast Indies and China		140	180	256	180	175
cape, Natal, and East Coast of Africa	240	120	175	220	180	170
fediterranean	240	100	140	240	96	140
West Coast of America	200	160	195	200	180	185
West Coast of Africa · · · · ·	240	180	165	180	140	165
On Passenger Steamers.						
Torth America : East Coast	840	155	200	840	155	. 205
outh America and West Indies	240	160	. 200	250	. 145 .	200
ustralia and New Zealand	260	180	. 195	2,90	180	240
last Indies and China	250	180	. 186	250	. 180	. 240
Cape, Natal, and East Coast of Africa	290	150	196	250	150	. 195
fediterranean	- 240	180	165	200	145	160
Vest Coast of America	220	220	220	220	200	220
Vest Coast of Africa	180	180	180	180	160	. 180
	(II)	.)—Groupe	D ACCORDING	to Tonna	GE OF VES	SEL.
ON SAILING VESSELS.	8.	8.	s.	s.		s.
Inder 500 tons	-	-	-	-	-	-
Of 500 and under 1,000 tons	·  -	-	-	-	-	-
of 1,000 and under 1,500 tons	·  -	-	-	-	-	-
of 1,500 and under 2,000 tons	·  -	-	-	-	-	-
of 2,000 tons and upwards · · · ·	-	-	-	- u	-	-
ON STRAMERS.	1					
Inder 500 tons (weekly, without provisions)	- 60	80	87	52/6	42	45
of 500 and under 1,000 tons	- 190	100	185	200	190	145
of 1,000 and under 1,600 tons	- 240	110	150	255	120	155
of 1,500 and under 2,000 tous	- 250	120	160	· 250	96	165
of 2,000 tons and upwards	- 340	180	195	840	130	195 -

#### INDENTURES OF APPRENTICES.

TABLE, No. 24.—Number of Indentures Enrolled and Cancelled, in each of the Years 1845-1901.

3	YEARS.		under Part II. of the	Number Enrolled under Part IV. of the MerchantShipping Act (Fishing).	Total Enrolled during the Year.	Cancellations, Deaths, and Expirations.	Total Number of Indentures in Existence.
1845	-		15,704		15,704	7,412	i
1846		-	10,376		10,376	6,928	
1847			11,521		11,521	7,041	
1848			11,440		11,440	7,762	_
1849		_	9,659	_	9,659	10,540	
1850			1			-	
1851		-	5,055	_	5,055	10,270	_
1852		-	5,275	_	5,275	10,597	I —
1853		-	5,845		5,845	10,487	-
1854		-	6,828	_	6,828	9,333	_
1855		-	7,935	_	7,935	5,682	_
1856		-	7,461		7,461	5,712	_
1857		-	7,410	_	7,410	6,084	
1858		-	6,850		6,850	7,092	_
1859		•	5,578 5,779	_	5,578	7,676	_
		-	5,773	_	5,773	7,755	I -
1860			5,616	_	5,616	7,404	
1861		-	5,836		5,836	6,650	_
1862		-	5,880	_	5,880	5,588	l —
1863		•	5,636		5,636	5,807	
1864			5,520		5,520	5,925	_
1865		•	5,638	_	5,638	5,529	
1866		-	5,454	_	5,454	5,705	
1867		-	5,444	<u> </u>	5,444	5,611	
1868		•	4,975		4,975	5,754	
1869		-	4,613	<u> </u>	4,613	5,553	<u> </u>
1870		-	4,241	_	4,241	5,495	18,303
1871		-	4,111	_	4,111	5,322	17,092
1872		-	4,360		4,360	4,913	16,539
1873		-	4,054		4,054	4,769	15,815
1874		-	4,455	\	4,455	4,448	15,812
1875			4,397	_	4,397	4,205	16,004
1876			4,740		4,740	4,233	16,511
1877		•	4,488	_	4,488	4,278	16,721
1878		-	4,155		4,155	4,775	16,101
1879		-	3,789	! 	3,789	4,379	15,511
1880			3,501	i	· ·	1	1
1881	• •	-		-	3, <b>5</b> 01	4,345	14,667
	• •	-	2,923 2,992	_	2,923	4,175	13,415
1883		-	1,972	552	2,992	3,890	12,517
1884		-	1,997	653	2,524 2,650	3,592 3,321	11,449
1885			1,986	518	2,650 2,504	2,845	10,778
1886		_	1,766	639			10,437
1887		-	1,864	565	2,405 2,429	2,852 <b>2,638</b>	9,990 9,781
1888		_	1,853	561	2,429 2,414	2,699	
1889		-	1,723	518	2,414 2,241	2,035 2,725	9,496 9,012
1890		-	1,749	418	2,167	· -	
1891	_	-	1,847	339		2,529	8,650
1892		-	1,821	375	2,186	2,229	8,607
1893		-	1,752	402	2,196 2,1 <b>54</b>	2,165 2,202	8,638 8,500
1894		-	1,861	303	2,154 2,164	2,202	8,590 9.455
1895		-	1,636	232	2,164 1,868		8,455
1896		-	1,321	214	1,535	2,305 2,273	8,018
1897		_	1,302	214			7,280 6,275
1898		•	1,336	216 223	1,518 1,559	1,923	6,875
1899		-	1,203	151		2,037	6,397
1900		-	1,103	112	1,354 1,215	1,822 1,527	5,929 5,617
1901		-	1,242	152	1,215 1,394	1,468	5,617
	-	_	1 -,474	104	1,074	1,400	5,543

#### NUMBER OF BRITISH AND FOREIGN PERSONS EMPLOYED.

TABLE, No. 25.—Number of Persons, distinguishing British and Foreign, employed in Vessels (registered under Part I. of the Merchant Shipping Act, 1894) belonging to the United Kingdom, Isle of Man, and Channel Islands (exclusive of Vessels employed on Rivers and in Inland Navigation), which were returned as employed in the Home and Foreign Trades, showing the proportion of Foreigners to every 100 British Subjects (exclusive of Lascars) in each Year from 1854 to 1901\*, together with the total number of Persons employed (including Lascars) from 1886 to 1901.

Y F	E A R	. si.	Number of British Persons Employed (not including Lascars).	Number of Foreign Persons Employed.	Number of British and Foreign Persons Employed (not including Lascars).	Proportion of Foreigners to every 100 British Persons Employed (exclusive of Lascars).	Lascars and Asiatics.	TOTAL, inclusive of Lascars; and Asiatics,
			Exc	clusive of Mast	ers.		ĺ	Ì
1854	-	-	149,215	13,200	162,415	8.80	l,	1
1855	-	-	155,610	12,927	168,537	8.31		
1856	-	-	160,597	13,321	173,918	8.29		
1857	-	-	162,012	14,375	176,387	8.87		1
1858	-	-	165,498	12,334	177,832	7.45		İ
1859	-	-	160,210	12,296	172,506	7.67	11	
1860	-	-	157,312	14,280	171,592	9.08		
1861		-	- Not sep		171,957		11	
1862	-	-	157,767	16,096	173,863	10.20		
1863	-	-	165,794	18,933	184,727	11:48		
1864	•	-	173,833	21,923	195,756	12.61		
1865 1866	-	-	177,363	20,280	197,643	11.43		
1867	•	-	$\sim$ Not sep $174,523$	21,817	196,371 196,340	12.50		
1868	-	-	177,239	20,263	197,502	11.43		•
1869	-	-	175,332	20,158	195,490	11.49		
1870	_		177,951	18,011	195,962	10.12	$\left  \cdot \right $ Cannot b	e stated.
1871	-	-	181,973	17,765	199,738	9.76	1	
1872	-	_	183,129	20,591	203,720	11.24		
1873	-	-	182,399	19,840	202,239	10.87		
1874	-	-	182,687	20,919	203,606	11.45		
1875	-	-	178,994	20,673	199,667	11.55		
1876	•	-	177,727	20,911	198,638	11.76		
1877	-	-	173,926	22,636	196,562	13.01		
1878	-	-	172,242	23,343	195,585	13.55	1	
1879	-	-	169,145	24,403	193,548	14.43		
1880	-	-	169,692	23,280	192,972	13.72	1 1	
1881	•	-	168,098	24,805	192,903	14.76	1 1	
1882	-	-	169,920	26,017	195,937	15.31	1.	
1883	-	-	172,414	28,313	200,727	16·42 16·17		
1884 <sup>1</sup> 1885	•	- I	171,871 171,585	27,783 27,196	199,654 198,781	15.85		
1886	•		162,614	25,183	187,797	15.49	16,673	204,470
1887			160,912	24,046	184,958	14.94	17,585	202,543
			· · · · · · · · · · · · · · · · · · ·	ا lusive of Maste			,	•
1888	_	_	179,969	25,277	205,246	14.05	18,427	223,673
1889	-	-	183,473	26,841	210,314	14.63	19,949	230,263
1890	-	-	186,147	27,227	213,374	14.63	22,734	236,108
1891	_	-	186,176	30,267	216,443	16.26	24,037	240,480
1892	-	-	185,437	30,899	216,336	16.66	25,399	241,735
1893		-	186,628	29,549	216,177	15.83	24,797	240,974
1894	- '	-	183,233	31,050	214,283	16.95	26,175	240,458
1895	-	-	180,074	32,335	212,409	17.96	28,077	240,486
1896	-	-	178,994	33,046	212,040	18.46	29,999	242,039
1897	-	-	175,549	33,898	209,447	19.31	31,484	240,931
1898	•	-	174,980	35,308	210,288	20.18	32,265	242,553
1899	-	-	174,266	36,064	210,330	20.69	33,805	244,135
1900	-		174,532	36,893	211,425	21.14	36,023	247,448
1901	- "	<u>  </u>	172,912	37,630	210,542	21.76	37,431	247,973

Note.—Masters were included for the first time in the year 1888.

<sup>\*</sup> Lascars and Asiatics under Asiatic articles of agreement were almost entirely excluded previous to 1886, their numbers having been only exceptionally recorded before that year.

#### Proportion of Persons Employed to 100 Tons.

TABLE No. 26.—Statement showing the Tonnage of Sailing and Steam Vessels (registered under Part I of the Merchant Shipping Act, 1894) belonging to the United Kingdom, Isle of Man, and Channel Islands (exclusive of Vessels Employed on Rivers, and in Inland Navigation), which were returned as Employed in the Home, partly in the Home and partly in the Foreign, and in the Foreign Trades respectively in each of the Years 1888 to 1901; also the Number of Persons Employed therein, inclusive of Masters, Lascars and Asiatics, with the Proportion of Persons to every 100 Tons in each Trade and Class of Vessel.

TRADES IN WHICH		SAILI	NG VE	SSELS.	STEA	M VES	SELS.		ТОТАL.	
EMPLOYED.	Years.	Tons.	Persons Employed	Proportion of Persons Employed to 100 Tons.	Tons.	Persons Employed.	Proportion of Persons Employed to 100 Tons.	Tons.	Persons Employed.	Proportion of Persons Employed to 100 Tons.
,	1888	597,145	39,505	6.62	289,852	20,540	7:09	886,997	60,045	6.77
į	1889	571,438	38,314	6.70	289,245	21,015	7.27	860,683	59,329	6.89
į	1890	575,147	37,618	6.54	325,082	22,850	7:03	900,229	60,468	6.72
[	1891 1892	556,968 539,326	36,714 35,495	6·59 6·58	354,714 371,530	25,107 26,611	7·08 7·16	911,682 910.856	61,821 62,106	6·78 6·82
	1893	518,264	34,659	6.69	372,527	27,809	7.46	890,791	62,468	7.01
Home Trade	1894	503,727	33,480	6.65	404,684	29,727	7:35	908,411	63,207	6.96
tome trade	1895	479,764	31,757	6.62	406,477	30,424	7.48	886,241	62,181	7·02 7·12
į	1896 1897	449,192 434,125	30,148 28,866	6·71 6·65	421,404 432,839	31,800 33,759	7·55 7·80	870,596 866,964	61,948 62,625	7.12
	1898	407,626	26,989	6.62	438,382	35,682	8.14	846,008	62,671	7.41
1	1899	397,177	25,600	6.45	476,449	37,893	7.95	873,626	63,493	7.27
Į	1900	378,957	23,734	6.26	508,359	40,288	7.93	887,316	64,022	7.22
\	1901	356,052	22,137	6.22	492,108	40,625	7.13	848,160	62,762	7 40
	1888	55,495	2,420	4.36	105,712	3,839	3.63	161,207	6,259	3.88
	1889 1890	66,619 50,991	2,856 2,219	4·29 4·35	118,407 133,563	4,092 4,386	3·46 3·28	185,026 184,554	6,948 6,605	3·76 3·58
	1891	40,248	1,796	4.46	166,813	5,169	3.10	207,061	6,965	3.36
	1892	37,200	1,655	4.45	206,660	6,228	3.01	243,860	7,883	3.23
	1893	32,345	1,467	4.54	224,562	6,438	2.87	256,907	7,905	3.08
ertly Home and partly	1894 1895	31,669 26,721	1,422 1,210	4·49 4·53	222,462 238,633	6,135 6,444	2·76 2·70	254,131 265,354	7,557 7,654	2·97 2·88
Foreign Trade	1896	24,640	1,156		232,297	6,003	2.58	256,937	7,054	2.79
	1897	22,645	1,022		256,223	6,584	2.57	278,868	7,606	2.73
	1898	26,174			265,144			291,318		2.69
	1899	20,250			308,898 201,542	7,834		329,148 217,478		
	1900 1901	15,936 14,353			239,569			253,922		
••	1888	2,401,419	48,669	2.03	3,902,265	108,700	2.79	6,303,684	157,369	2.50
(	1889	2,338,289	46,595	1.99	4,257,156	117.391	2.76	6,595,445	163,986	2.49
	1890	2,267,434	44,381	1.96	4,563,119	124,654		6,830,553		
•	1891 1892	2,250,285 2,388,800	42,679 43,639		4,795,513 4,905,996			7,045,798 7,294,796		
	1893	2,348,584			5,045,100			7,393,690	170,601	2.31
	1894	2,286,829	39,949	1.75	5,266,914			7,553,743	169,694	
Poreign Trade	1895	2,230,285			5,479,968			7,710,253		2.21
	1896 1897	2,144,235 2,016,247			5,661,572 5,763,734			7,805,807 7,779,981	172,932 170,700	
	1898	1,878,896			6,064,506			7,943,402		
	1899	1,700,548	27,773	1.63	6,343,312	144,075		8,043,860	171,848	2.14
	1900	1,594,838			6,695,575			8,290,413		2.14
	1901	1,468,785	23,664	1.61	6,953,629	154,755	5   <b>2-23</b> 	8,422,414	178,419	2.12
	1888	3,054,059 2,976,346	90,594 87,765	2.97	4,297,829	133,079	3.10	7,351,888	223,673	
	1889	2,976,346	87,765 8 84,218	2·95 2·91	4,664,808 5,021,764	142,498 151,890	3.05	7,641,154 7,915,336		
	1890	2,847,501	81,189	2.85	5,317,040	151,890	3.00	8,164,541		2.95
	1892	2,965,326	80,789	2.72	5,484,186	160,946	2.93	8.449.512	241.735	2.86
	1893	2,965,326 2,899,193 2,822,225	78,306	2.70	5,642,195	162,668	2.88	8,541,388	240,974	2.82
TOTAL	1894	2,822,225	74,851	.   <b>2.65</b>	5,894,060	165,607	2.81	8,716,285	240,458	2.76
	1895	2,736,770 2,618,067	71,606 68,207	2·62 2·61	6,125,078 6,315,273	168,880 173,832	2·76 2·75	8,861,848 8,933,340	240,486 242,039	2·71 2·71
	1897	2.4/3.01/	63.915	2.58	6,315,273 6,452,796	177,016	2.74	8,925,813	240,931	2.70
	1898	2,312,696 2,117,975	59,167	2.56	6,768,032	183,386	2.71	9,080,728	242,553	2.67
	1899	2,117,975	54,333	2.57	7,128,659	189,802	2.66	9,248,634		
	1900	1,989,731 1,839,190			7,405,476 7,685,306			9,395,207 9,524,496		
	71 7007	1,000,100	- <del></del> U					■ ひ,ひどす, <b>まひし</b>		,

#### NUMBERS EMPLOYED IN SMALL SAILING VESSELS.

TABLE No. 27.—Number and Tonnage of Sailing Vessels under 300 Tons (registered under Part I. Islands. (exclusive of Vessels Employed on Rivers and in Inland Navigation), which were returned as respectively with the Number of Persons Employed therein, in each of the years 1860 to 1901, the

		1	HOME TRADE	E.		PARTLY HOM AND Y FOREIGN	
YEAR	S.  _	Vessels.	Tons.	Persons Employed.	Vessels.	Tons.	Persons Employe
860 -	-	10,825	813,567	38,938	1,284	194,372	7,678
861 -	-	11,037	824,356	39,355	1,246	189,432	7,446
862 -	-	10,470	767,423	36,394	. 1,392	209,276	8,178
863 -	-	10,670	749,895	36,648	1,609	240,473	9,400
864 -	-	10,994	785,780	37,629	1,529	232,239	8,940
865 -	-	11,156	794,141	37,595	1,564	244,421	9,29
866 -	_	11,204	810,780	37,353	1,404	219,120	8,22
867 -		11,488	835,627	38,421	1,109	164,745	6,29
368 -		11,777	800,813	39,353	1,334	200,011	7,510
369 -		11,564	771,667	39,351	1,458	224,068	8,41
370 -	i	11,564	762,303	40,142	1,428	213,387	7,98
	- :	•	· -	1	1,425	210,411	7,94
871 -		11,826	771,775	41,704		182,823	6,95
872 -	- 1	12,232	791,143	42,010	1,255	1	<b>†</b>
873 -	- <u>'</u>	11,536	742,679	39,462	1,276	178,921	6,81
374 -	-	10,822	691,536	36,890	1,377	207,392	7,913
375 -	- '	10,551	709,980	37,245	1,251	176,195	6,72
876 -		10,631	703,391	36,465	1,151	166,932	6,29
377 -	- ;	10,634	694,984	35,822	1,118	159,274	6,000
378 -	- !	10,510	693,995	35,901	916	124,691	4,778
879 -	- 1	10,702	704,822	36,685	886	118,123	4,50
380 -	- ;	10,672	690,021	35,791	966	124,347	4,77
881 -	- ;	10,264	675,042	34,579	770	99,571	3,88
882 -	-	10,046	654,757	33,313	800	106,865	4,180
883	- !	9,997	653,203	33,489	603	80,408	3,079
884 -	-	10,081	657,589	34,188	523 498	63,670 62,291	2,60° 2,47°
885 -	- 1	10,078	656,088	34,086	434	51,860	1,984
886 - 887 -	-	9,614 9,559	638,232 627,584	32,581 32,059	393	45,419	1,723
388* -		9,194	595,313	39,462	421	52,714	2,340
889 -	_	8,981	569,281	38,277	491	63,205	2,764
890 -		8,888	572,030	37,559	367	44,858	2,060
891 -	-	8,668	554,583	36,659	306	37,576	1,729
892 -	-	8,423	536,009	35,456	277	34,740	1,593
893 -	-	8,208	517,118	34,642	258	30,298	1,414
894 -	-	7,913	501,085	33,420	240	28,337	1,348
895	-	7,485	475,566	31,681	219	24,749	1,178
896 -	-	7,073	443,753	30,047	218	23,918 20,184	1,138
897 -	-	6,859	429,328	28,769	175 194	20,184	1,031
898 -	-	6,507	401,993	26,880 25,484	194 177	19,858	950
899 -	-	6,470 6.188	391,017 370,422	23,619	130	13,976	67
900 - 901 -	-	6,188 5,842	370,422 350,371	22,058	128	13,581	67:

<sup>\*</sup> In and after the year 1888 Masters are included.

#### NUMBERS EMPLOYED IN SMALL SAILING VESSELS.

of the Merchant Shipping Act, 1894) belonging to the United Kingdom, Isle of Man, and Channel Employed in the Home, partly in the Home and partly in the Foreign, and in the Foreign Trades, Return being exclusive of Masters previous to the year 1888.

		ADE.		TOTAL.		VEAD
Vessels.	Tons.	Persons Employed.	Vessels.	Tons.	Persons Employed.	Y E A R
3,227	587,469	25,794	15,336	1,595,408	72,407	1860
3,205	583,373	25,391	15,488	1,597,161	72,192	1861
3,298	598,199	26,034	15,160	1,574,898	70,606	1862
3,293	596,059	25,752	15,572	1,586,427	71,800	1863
3,171	<b>5</b> 81,587	24,679	15,694	1,599,606	71,248	1864
2,874	541,386	22,629	15,594	1,579,948	69,519	1865
3,011	565,315	23,366	15,619	1,595,215	68,942	1866
3,037	578,362	23,278	15,634	1,578,734	67,902	1867
2,888	554,181		15,999	1,555,005	68,974	1868
	· ·	22,111	_	1	1	i i
2,625	508,734	20,138	15,647	1,504,469	67,992	1869
2,593	494,429	19,412	15,608	1,470,119	67,541	1870
2,264	440,750	16,911	15,515	1,422,936	66,562	1871
2,239	437,737	16,612	15,726	1,411,703	65,576	1872
2,199	433,118	16,195	15,011	1,354,718	62,468	1873
2,048	406,845	15,144	14,247	1,305,773	59,947	1874
1,738	348,265	13,015	13,540	1,234,440	56,984	1878
1,685	337,371	12,344	13,467	1,207,694	55,102	1876
1,613	329,146	11,891	13,365	1,183,404	53,713	1877
1,642	331,109	11,795	13,068	1,149,795	52,474	1878
1,430	285,602	10,169	13,018	1,108,547	51,363	1879
1,342	268,243	9,529	12,980	1,082,611	50,092	1880
1,157	225,551	8,328	12,191	1,000,164	46,788	1881
922	180,902	6,631	11,768	942,524	44,130	188:
862	164,418	6,159	11,462	898,029	42,727	1883
761	145,187	5,408	11,365	866,446	42,203	1884
699	129,195	4,955	11,275	847,574	41,514	1888
589	111,716	3,996	10,637	801,808	38,561	1886
531 552	99,127 97,245	3,548	10,483	772,130 745,272	37,330 45,891	1887
490	91,245 85,915	4,083 3,639	10,167 9,962	718,401	44,680	1888
417	72,383	3,102	9,672	689,271	42,721	1890
328	55,611	2,424	9,302	647,770	40,812	1891
272	45,259	2,004	8,972	616,008	39,053	1892
263	42,941	1,930	8,729	590,357	37,986	1893
195	30,797	1,416	8,348	560,219	36,184	1894
188	29,030	1,354	7,892	529,345	34,210	1895
195	30,239	1,397	7,486	497,910	32,582	1896
159	23,859	1,126	7,193	473,371	30,857	1897
134	20,397	946	6,835	443,627	28,857	1898
118	16,645	780	6,765	427,520	27,214 25.056	1899
117 108	16,707 14,919	. 763 711	<b>6,435</b> <b>6,07</b> 8	401,105 378,871	25,056 23,441	1900 1901

#### Analysis of Crews—Sailing Vessels.

TABLE, No. 28.—COMPARATIVE TABLE showing the Constitution of the Crews of certain British

#### 1 8 9 0.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	.5	
Wassella Massa	Official	Port	Net	0	Description	and	Midshipmen.	ins.		ers.	ers.	Seamen.	<b>X</b> . i	ices.	
Vessel's Name.	Number.	of Registry.	Tons.	Owners.	of	B. S	hi	¥8	is te	ant	ak ,	ည္တ	en.	ent.	
	Number.	or recgions.	Tons.		Voyage.	Masters and Mates.	Mids	Boatswains.	Quarter- masters.	Carpenters.	Sailmakers	Able	Ordinary Seamen.	Apprentices.	
	İ												<u> </u>		
Belfast	70,875	Liverpool -	1,864	T. Brocklebank -	East Indies	4	-	1	-	1	-	17	-	5	1
Herat	78,737	Liverpool -	1,399	Bates & Sons -	- ditto	4	-	-	-	1	-	91	1.	2	2
Buckingham -	93,809	Liverpool -	2,613	McIver, Marshall & Co.	- ditto	3	-	1	-	1	1	15	5	3	3
Greta	69,335	Liverpool -	1,189	W. Lowden & Co.	Australia and New Zealand.	4	-	-	-	1	1	12	1	4	4
Angerona	70,894	Liverpool -	1,215	- i ditto -	- ditto	4	-	-	_	1	1	11	:	7	5
Auckland	71,658	Glasgow -	1,244	Shaw, Saville & Co.	- ditto	3	-	1	-	ī	ī	12	2	4	. 6
Queen of Cambria	74,867	Carnarvon -	865	William Thomas -	- ditto	2	-	1	. –	1	ī	7	3	_	7
Loch Long	76,726	Glasgow -	1,203	Aitken, Lilburn &	- ditto	4		1	-	1	1	12	2	3	8
Hermione	72,368	Southampton	1,120	Shaw, Saville & Co.	- ditto	3	-	1	_	1	1	12	3	4	9
Taranaki	76,749	Glasgow -	1,129	Jno. Leslie	- ditto	4	-	-	-	1	1	12	3	4	: 10
Blenheim · ·	76,932	Aberdeen -	1,077	- ditto -	- ditto	4	-	-	_	1	1	12	1	3	11
Banffshire	82,319	Glasgow -	898	Thos. Law	- ditto	3	-	-	! _	1	1	7	_	5	12
Akaroa	82,424	Southampton	1,297	W. Savill	- ditto	4	-	-	_	1	1	10	2	4	13
Derwent	89,640	London -	1,889	Devitt & Moore -	- ditto	4	5	1	۱ –	1	1	16	2	9	14
Armadale	93,372	Glasgow -	1,959	J. A. Roxburgh	- ditto	3	-	-	_	1	ı	17	i -	5	15
Bracadale	93,378	Glasgow -	1,962	- ditto -	- ditto	4	-	-	۱ –	1	ì	19	l – i	4	16
Torrens	73,595	London -	1,276	A. L. Elder & Co	Australia	4	-	_	_	1	1	11	5	4	. 17
Cockermouth -	74,544	Liverpool -	1,296	P. Iredale	- ditto	3	_	-	-	1	1	11	1	4	18
Andora	84,129	Liverpool -	1,670	G. W. Roberts -	- ditto	4	-	1	_	1	1	15	1	ī	19
Closeburn	85,859	Glasgow -	865	Guthrie, McDonald, Hood & Co.	- ditto	3	-	-	-	1	1	7	2	4	20
Yallaroi	88,866	Aberdeen -	1,499	A. Nicol	- ditto	3	-	1	i -	1	1	12	2	6	21
Torridon	88,867	Aberdeen -	1,501	- ditto -	- ditto	4	-	1	-	1	ı	12	2	7	22
Dynomene	86,204	Liverpool -	1,899	Fernie & Sons -	North America, West Coast.	3	-	1	! -	1	1	13	3	6	23
Allerton	91,175	Liverpool -	2,027	R. W. Leyland -	- ditto	3	_	1	_	1	1	20			24
Bidston Hill -	93,710	Liverpool -	2,359	W. Price & Co.	ditto -	4	-	; 1	_	1	_	17	2	10	24 25
Drumblair - •	87,900	Liverpool -	1,848	Gillison & Chadwick	ditto -	. 3	-	-	-	1	1	18	Z	10 5	25 26
_	1		'					!			_		_	_	
Drumcraig	91,178	Liverpool -	1,919	dirto ·	ditto	4	-	1	-	1	1	16	-	7	27
Patterdale	65,857	Liverpool -	1,189	Simpson Bros	South America, West Coast.	4	-	-	-	1	1	11	- ,	7	28
Cupica	93,833	Liverpool -	1,168	McIver, Marshall & Co.	- ditto	3	1	-	-	1	1	11		1	29
Wychwood	95,290	Sunderland -	1,215	R. H. Gayner -	- ditto	3	-	-	-	1	`-	13	-	3 -	<b>3</b> 0
		TOTAL	44,654		TOTAL	105	6	14	_	30	26	394	43	131	1

#### ABSTRACT OF THE ABOVE. -

to each	Men, all told, 100 Tons, of Masters.	to each	Men, all told, 100 Tons, of Masters.	Capacities: showing Incr	ease and Decrea	se in cach.
1890.	1900.	1890.	1900.	Capacity.	1890.	1900.
bu	t exclusive of C	of Masters, looks, Stewards er Persons,"	s, &c.,	Masters and Mates  Midshipmen Boatswains Quartermasters Carpenters Sailmakers Able Seamen Ordinary Seamen Apprentices Boys	105 6 14 - 30 26 394 43 131	97 9 13 - 29 24 348 39 127
	1890.	1900		Stewards, &c Other Persons	. 76 5	70 2
	1.7065	1:560	<u> </u>	TOTAL	843	769

Note.—In the above Table ships belonging to certain well-known firms have been selected at the chief Ports of the trace on the Registers in

#### Analysis of Crews—Sailing Vessels.

Sailing Vessels Employed in the Foreign Trade of the United Kingdom, in the Years 1890 and 1900.

		1 (	3 9	n				1	. 9	Λ.	<b>`</b>										
		1 (	ס ס	U.				,	. 8	U	J.										
	16	17	18	19	20	21	22	28	24	25	26	27	28	29	39	31	32	33	34	35	36
	.Iboyn.	Stewards,	Other Persons.	Total Crew.	Total Foreigners.	Owners.	Description of Voyage.	Masters and Mates.	Midshipmen.	Boatswains.	Quarter- masters.	Carpenters.	Sailmakers.	Able Samen.	Ordinary Seamen.	Apprentices.	Boys.	Stewards, &c.	Other Per-	Total Crew.	Total Foreignera.
1 2 3	4	2 2 2 2	- 1	30 26 36 25	8 10 7	T. Brocklebank - Bates & Sons - McIver, Marshall & Co. W. Lowden & Co.	East Indies ditto ditto ditto Australia and New Zealand.	4 4 4 3	-	- 2 2	1 1 1	1 1 1	1 1 1	17 13 14 10	2 2 1	5 - 6 6		1 2 2 2		29 22 32 24	8 9 7
5 6 7 8	- - -	2 2 1 3	- 1	26 26 16 27	4 14 - 1	- ditto Shaw, Saville & Co. William Thomas Aitken, Lilburn & Co.	Zealand ditto ditto ditto ditto	3 3 3		- - 1	-	1 1 1	1 1 1	12 12 8 9	2 1 2	4 7 2 5		2 2 1 3	-	24 28 17 25	9 2
9 10 11 12 13 14 15 16 17 18 19	1 1 2	2 2 2 2 2 4 2 2 15 2 3	- - - 1 1 - -	27 27 25 19 24 43 30 31 42 24 28 21	5 2 7 3 12 6 2 14 5	Shaw, Saville & Co. Jno. Leslie ditto Thomas Law - W. Savill Devitt & Moore J. A. Roxburgh - ditto - A. L. Elder & Co P. Iredale G. W. Roberts Guthrie, McDonald, Hood & Co.	- ditto	3333333343343	- - 5 - 4	- - 1 - 1		1 1 1 1 1 1 1 1 1	1 1 1 1 1 - 1	10 10 12 7 9 12 16 10 8 10 24 8	2 2 - 2	4 4 7 10 4 7 5 -5	1	2 2 3 2 3 5 3 2 6 2 2 2	1	23 23 23 18 26 40 27 23 32 21 32	3 8 2 1 7 14 13 3 6 17
91 22 23	2	2 2 3	- - 1	30 30 32	13 10 9	A. Nicol ditto Fernie & Sons -	- ditto ditto North America, West Coast.	3 3 3	- - -	1 1 1	- - -	1 1 1	1 1 1	12 12 11	- 2 3	6 5 6	-	3 2 2	- -	27 27 28	6 8 6
24 25 26	2 1 -	2 2 2	1 -	31 38 30	15 6 8	R. W. Leyland - W. Price & Co. Gillison & Chad- wick.	- ditto	4 3 3	- - -	- 1 2	- -	1 1 1	- 1 1	10 13 15	1 - -	15 2	3 - 2	2 2 2	- 1 -	21 37 28	12 10 2
27 28	-	2 2	- -	32 26	9 11	- ditto Simpson Bros	South America, West Coast	3 3	. <del>-</del>	1 -	-	1	1	15 9	2	2	1 2	2 2	-	30 20	10 12
29	-	2	-	20	7	McIver, Marshall & Co.	- ditto	3	-	-	-	1	1	10	3	1	1	2	-	22	1
<b>3</b> 0		1	_	21	3	R. H. Gayner	- ditto	3	_		_	1	_	10	2	1	1	2	-	20	9
	13	76	5	843	209		TOTAL	97	9	13	-	29	24	348	39	127	11	70	2	769	206

#### - Abstract of the above.

#### Nationality of Foreigners.

Na	tion	ality.			1890.	1900.	Natio	nality	•		1890.	1900
Norwegians			•		31	42	Belgians .	•		-	3	3
Swedes -	-	•		-	65	63	Italians -	-	•	-	2	2
Danes -	-	•	•	-	8	12	Greeks -	-	•	-	. 4	1
Germans			•	-	27	21	Austrians -	. •	•	-	1	2
Dutch -		•	-	-	2	12	Russians	•	-	-	31	26
French -	-	•	•	-	7	11	Americans -	•	-	-	· 14	10
Spanish			-	-	3	-	Other Countr	ies -	•	-	8	1
				1			] 2	OTAL			209	206

United Kingdom as representatives of their class, care being taken to select those vessels which it has been found possible to both of the years 1890 and 1900.

### ANALYSIS OF CREWS-STEAM VESSELS.

TABLE, No. 29.—COMPARATIVE TABLE showing the Constitution of the Crews of certain British

Beniedi	Port  of Registry.  eith	1,453 1,776 1,943 2,244 2,247 2,121 2,711 2,049 3,089 1,468 1,690 1,417 1,445 1,789 1,789 1,789 1,789 1,789	50 A50 A50 A50 A50 A50 A50 A50 A50 A50 A	Wm. Thompson & Co. D. I. Jenkins J. McGregor ditto Geo. Smith & Sons ditto ditto Peninsular and Oriental Steam Navigation Co. ditto ditto British India Steam Navigation Co. J. and A. Allan ditto Lamport and Holt Harrowing & Co. McLelland & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co. Lamport and Holt	China - Ditto - Ditto - Ditto - Ditto - ditto		Masters & Masters & Masters & Masters & Maters & Masters	Bostewalus, 6	Onartermasters.	1 - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Carpenters,	100 102 8 100 108 8 7 7 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	14 4 4 Ordinary Seamen.	Apprentices.	Born	45 45 44 6 77 4 43 8	14 15 - 6 6 8	1 - 2 2 1 1 - 1 1 1 1 1
Seniedi	eith	1,453 1,776 1,948 2,244 2,097 2,121 2,711 2,049 8,089 1,468 1,680 1,417 1,445 1,770 3,149	\$50 500 400 550 450 500 1,200 750 650 200 220 250 250 250 250 250 250 250	Wm. Thompson & Co. D. I. Jenkins J. McGregor ditto Geo. Smith & Sons ditto - ditto Peninsular and Oriental Steam Navigation Co. ditto - ditto British India Steam Navigation Co. J. and A. Allan ditto Lamport and Holt Harrowing & Co. Lamport and Holt Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co.	China - Ditto - Ditto - Ditto - Gitto - ditt		2 tiopsey 4 5 5 5 4 4 7 6 5 4 4 5 3	1 1 1 2 2 2 1 1 1 1 1 1 -	4 - 4 4	1 - 1 1 1 1	1 1 1 1 1 2 2 1 1 1 1 1 1	10 12 8 10 10 8 7	Toron   Ordinary			45 45 44 6 77 4 43 8	14 15 - 6 6 8	1 - 2 2 1 1 - 1 1 1 1 1
Seniedi	eith	1,453 1,776 1,948 2,244 2,097 2,121 2,711 2,049 8,089 1,468 1,680 1,417 1,445 1,770 3,149	\$50 500 400 550 450 500 1,200 750 650 200 220 250 250 250 250 250 250 250	Wm. Thompson & Co. D. I. Jenkins J. McGregor ditto Geo. Smith & Sons ditto - ditto Peninsular and Oriental Steam Navigation Co. ditto - ditto British India Steam Navigation Co. J. and A. Allan ditto Lamport and Holt Harrowing & Co. Lamport and Holt Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co.	China - Ditto - Ditto - Ditto - Gitto - ditt		2 tiopsey 4 5 5 5 4 4 7 6 5 4 4 5 3	1 1 1 2 2 2 1 1 1 1 1 1 -	4 - 4 4	1 - 1 1 1 1	1 1 1 1 1 2 2 1 1 1 1 1 1	10 12 8 10 10 8 7	Toron   Ordinary			45 45 44 6 77 4 43 8	14 15 - 6 6 8	1 - 2 2 1 1 - 1 1 1 1 1
Seniedi	deith	1,453 1,776 1,948 2,244 2,097 2,121 2,711 2,049 8,089 1,468 1,680 1,417 1,445 1,770 3,149	\$50 500 400 550 450 500 1,200 750 650 200 220 250 250 250 250 250 250 250	Wm. Thompson & Co. D. I. Jenkins J. McGregor ditto Geo. Smith & Sons ditto - ditto Peninsular and Oriental Steam Navigation Co. ditto - ditto British India Steam Navigation Co. J. and A. Allan ditto Lamport and Holt Harrowing & Co. Lamport and Holt Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co.	China - Ditto - Ditto - Ditto - Gitto - ditt		15 5 5 4 4 7 6 5 4 4 5 8	1 1 1 2 2 2 1 1 1 1 1 1 -	4 - 4 4	1 - 1 1 1 1	1 1 1 1 1 2 2 1 1 1 1 1 1	10 12 8 10 10 8 7	Toron   Ordinary			45 45 44 6 77 4 43 8	14 15 - 6 6 8	1 - 2 2 1 1 - 1 1 1 1 1
Seniedi	deith	1,453 1,776 1,948 2,244 2,097 2,121 2,711 2,049 3,089 1,463 1,690 1,417 1,445 1,793 1,773 3,149	\$50 500 400 550 450 500 1,200 750 650 200 220 250 250 250 250 250 250 250	D. I. Jenkins  J. McGregor ditto Geo. Smith & Sons ditto ditto Peninsular and Oriental Steam Navigation Co. ditto - ditto British India Steam Navigation Co. J. and A. Alian  ditto Lamport and Holt Harrowing & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co.	China - Ditto - Ditto - East Indies - ditto -	io -	5 5 4 4 7 6 5 4 4 5 3	1 1 1 2 2 2 1 1 1 1 1 1 -	4 - 4 4	1 - 1 1 1 1	1 1 1 1 1 2 2 1 1 1 1 1 1	10 12 8 10 10 8 7				45 45 44 6 77 4 43 8	14 15 - 6 6 8	1 - 2 2 1 1 - 1 1 1 1 1
Seniedi	ondon  llaagow -	1,776 1,948 2,244 2,097 2,121 2,711 2,049 3,089 1,468 1,690 1,417 1,445 1,766 1,786 1,786 1,798	350 500 400 550 450 500 1,200 750 650 200 250 250 250 250 7700	D. I. Jenkins  J. McGregor ditto Geo. Smith & Sons ditto ditto Peninsular and Oriental Steam Navigation Co. ditto - ditto British India Steam Navigation Co. J. and A. Alian  ditto Lamport and Holt Harrowing & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co.	Ditto - Ditto	io -	5 5 4 4 7 6 5 4 4 5 3	1 1 1 2 2 2 1 1 1 1 1 1 -	4 - 4 4	1 - 1 1 1 1	1 1 1 1 1 2 2 1 1 1 1 1 1	10 12 8 10 10 8 7				45 45 44 6 77 4 43 8	14 15 - 6 6 8	1 - 2 2 1 1 - 1 1 1 1 1
Seniedi	ondon  llaagow -	1,776 1,948 2,244 2,097 2,121 2,711 2,049 3,089 1,468 1,690 1,417 1,445 1,766 1,786 1,786 1,798	350 500 400 550 450 500 1,200 750 650 200 250 250 250 250 7700	D. I. Jenkins  J. McGregor ditto Geo. Smith & Sons ditto ditto Peninsular and Oriental Steam Navigation Co. ditto - ditto British India Steam Navigation Co. J. and A. Alian  ditto Lamport and Holt Harrowing & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co.	Ditto - Ditto	io -	5 5 4 4 7 6 5 4 4 5 3	1 1 1 2 2 2 1 1 1 1 1 1 -	4 - 4 4	1 - 1 1 1 1	1 1 1 1 1 2 2 1 1 1 1 1 1	10 12 8 10 10 8 7				45 45 44 6 77 4 43 8	14 15 - 6 6 8	1 - 2 2 1 1 - 1 1 1 1 1
armarthen- ahire. lenartney - 93,520 Gl lengyle - 93,520 Gr lenty of London tty of Khios - 78,682 Gl riental - 98,210 Gr  annon - 83,984 Be anora - 89,908 Gl aldensian - 56,190 Gl axman - 88,258 Gl matrian - 56,190 Gl axman - 88,258 Gl matrian - 96,029 Gl rimalic - 96,029 Gl rimalic - 96,029 Gl rimalic - 91,187 Li mateer - 91,187 Li mateer - 91,187 Li mateer - 91,187 Li mateer - 17,604 Gl matrian - 91,188 Gl matrian - 91,189 Gl matrian - 91,249 Gl matrian - 91,249 Gl matrian - 91,249 Gl matrian - 91,249 Gl matrian - 91,249 Gl matrian - 91,249 Gl matrian - 91,249 Gl matria - 91,249 Gl matrian - 91,249 Gl matrian - 91,249 Gl matria - 91,249 Gl matrian - 91,249 Gl	ondon  llaagow -	1,776 1,948 2,244 2,097 2,121 2,711 2,049 3,089 1,468 1,690 1,417 1,445 1,766 1,786 1,786 1,798	750 400 550 450 500 1,200 750 650 200 200 250 250 350 700	D. I. Jenkins  J. McGregor ditto Geo. Smith & Sons ditto ditto Peninsular and Oriental Steam Navigation Co. ditto - ditto British India Steam Navigation Co. J. and A. Alian  ditto Lamport and Holt Harrowing & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co.	Ditto - Ditto	io -	5 5 4 4 7 6 5 4 4 5 3	1 1 2 2 2 1 1 1 1 1 1 -	4-44	1 1 1 1 1	1 1 1 1 2 2 1 1 1 1 1 1	12 8 10 10 8 7 7 4 8 8 8	- 4		-	5 4 5 4 4 6 7 7 7 4 4 3 8	14 15 - 6 6 8	1 2 2 1 1 - 1 1 1 1
ahire. lenariney -   97,588   Oliengyle -   93,820   Gl tty of London   78,818   Gl tty of Khios -   78,682   Gl riental -   98,210   Gr lananon -   83,984   Be anora -   89,908   Gl aldensian -   33,546   Gl matrian -   56,190   Gl axman -   88,258   Li thelburga -   98,785   Gl lilaura -   98,785   Gl matrian -   79,029   Li pard Lanadowne. lilaura -   91,187   Li truria -   91,187   Li matrian -   91,187   Li matrian -   91,187   Li matrian -   91,187   Li matrian -   91,187   Li matrian -   91,187   Li matrian -   91,188   Li matrian -   91,189   Gl matrian -   91,189   Gl matrian -   96,543   M magola -   81,575   Lo	Blaagow - Blaago	1,948 2,244 2,097 2,121 2,711 2,049 3,089 1,468 1,680 1,445 1,789 1,786 1,786 1,786	400 550 450 500 1,200 750 650 200 220 250 250 350 700	J. McGregor ditto Geo. Smith & Sons ditto ditto Peninsular and Oriental Steam Navigation Co. ditto ditto British India Steam Navigation Co. J. and A. Allan ditto Lamport and Holt Harrowing & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co. McLelland & Co.	Ditto - Ditto - Ditto - Rast Indies - ditto -	io -	5 5 4 4 7 6 5 4 4 5 8	1 1 1 1 1 -		1 1 - 1 1	1 1 1 1 2 2 1 1	8 10 10 8 7 7 4 8 8 8	- 4		-	4 5 4 4 4 6 7 7 4 4 3 8	14 15 - 6 6 8	1 - 1 1 1 1 1
Innartney	Haagow - Haa	2,244 2,097 2,121 2,711 2,049 8,089 1,468 1,680 1,417 1,789 1,786 1,789 1,786	750 650 200 200 250 250 250 250 700	ditto ditto	Ditto - East Indies - ditto -	io -	5 4 4 7 6 5 4 4 5 8	1 1 1 1 -		1 1 - 1 1	1 1 2 2 1 1 1	10 10 8 7 7 4 8 8 8 8	- 4		-	5 4 4 6 7 7 4 4 3 8	14 15 6 6 8	1 1 - 1 1 1 1
Ity of London   78,818   Gl     Ity of Khios - 78,682   Gl     Friental 98,210   Gr     Friental 88,984   Be     Friental 88,986   Gl     Friental 88,986   Gl     Friental 88,986   Gl     Friental 88,258   Li     Friental 98,258   Li     Friental 98,258   Li     Friental 98,258   Li     Friental 98,258   Li     Friental 91,187   Li     Friental 91,187   Li     Friental 91,187   Li     Friental 91,187   Li     Friental 91,187   Li     Friental 91,187   Li     Friental 91,189   Li     Friental 91,189   Li     Friental 91,249   Li     Friental 91,249   Li     Friental 91,249   Li     Friental 91,249   Li     Friental 91,249   Li     Friental 91,249   Li     Friental - 91,24	Hagow - Hagow	2,097 2,121 2,711 2,049 3,089 1,468 1,680 1,417 1,445 1,786 1,786 1,778 1,778	450 500 1,200 750 650 200 220 250 250 250 250 700	Geo. Smith & Sons ditto ditto ditto feninsular and Oriental Steam Navigation Co. ditto ditto British India Steam Navigation Co. J. and A. Alian ditto Lamport and Holt Harrowing & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co.	Brasils and E Plate ditto ditto ditto ditto ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt	io -	4 4 7 6 5 4 4 5 3	2 2 1 1 1 1 1 -	-	1 1 - 1 1	1 2 2 1 1 1	10 8 7 7 4 8 8 8	- 4		-	4 4 6 7 7 4 4 3 8	14 15 - 6 6 8	1 - 1 1 1 1 1
try of Khios - 78,682 Gl riental 98,210 Gr  mannon - 83,984 Be anora - 89,908 Gl aldensian - 56,190 Gl axman - 88,258 Gl matrian - 98,785 W mallaura - 98,782 Li malic - 98,702 Li malic - 90,109 Be druin - 91,187 Li mfc 98,825 Li mario - 81,187 Li mfc - 98,825 Li mario - 81,187 Gl mario - 88,148 H matrian - 91,198 Gl mario - 88,148 H matrian - 91,198 St magola - 91,549 W magola - 81,575 Lo	ilagow - ireenock - ilagow - ilagow - ilagow - ilagow - iverpool - iverpool - iverpool - iverpool - iverpool - iverpool - iverpool - iverpool -	2,121 2,711 2,049 8,089 1,468 1,680 1,417 1,445 1,769 1,786 1,770 3,149	750 1,200 750 650 200 200 250 250 250 250 700	ditto ditto Peninsular and Oriental Steam Navigation Co. ditto ditto British India Steam Navigation Co. J. and A. Allan ditto Lamport and Holt Harrowing & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co.	- ditto - ditto - ditto - ditto - ditto - ditto - ditti - ditto - ditti - ditto - ditti - ditto - ditti - ditto - ditti - ditto - ditti - ditto - ditti - ditto - ditti - ditto - ditti - ditto - ditti - ditto - ditti - ditto - ditti - ditto - ditti - ditto - ditti - ditto - ditti - ditto - ditti - ditto - ditti - ditt	io -	4 7 6 5 4 4 5 3	1 1 1 1 -	-	1   -   1   1	1 2 2 1 1 1	8 7 7 4 8 8 8	- 4		-	4 6 7 7 4 4 3 8	15 - 6 6 8	1 - 1 1 1 1 1
mannon -   83,984   mannon -   83,984   mannon -   83,986   mannon -   83,546   mannon -   83,546   mannon -   83,258   mannon -   83,258   mannon -   93,702   mannon -   93,702   mannon -   93,702   mannon -   93,702   mannon -   93,702   mannon -   93,702   mannon -   93,702   mannon -   93,702   mannon -   93,702   mannon -   93,702   mannon -   93,702   mannon -   93,702   mannon -   93,702   mannon -   93,702   mannon -   93,802   mann	Preenock  Plasgow  Pl	2,711 2,049 8,089 1,468 1,680 1,417 1,445 1,769 1,786 1,770 3,149	750 650 200 200 250 250 250 250 700	Peninsular and Oriental Steam Navigation Co. ditto ditto ditto British India Steam Navigation Co. J. and A. Allan  ditto ditto Lamport and Holt Harrowing & Co. Lamport and Holt McLelland & Co. Lamport and Holt McLelland & Co.	- ditto - ditto - ditto - ditto - ditto - ditto - ditti - ditto - ditti - ditto - ditti - ditto - ditti - ditto - ditt	io -	6 5 4 4 5 3	1 1 1 1 -	- - - -	- - 1	2 2 1 1 1 1 1 1	7 7 4 8 8 8 8		-	-	6 7 7 4 4 3 8	6 6 8	1 - 1 1 1 1 1
anora - 89,908 Gi aldensian - 33,546 Gl astrian - 56,190 Gl axman - 88,258 Li helburga - 89,785 W sillaura - 98,792 Gl larden - 96,029 Gl armanic - 70,982 Gr armaic - 91,187 Li fife - 98,825 Li herbourg - 71,604 Gl mario - 88,148 H ttannia - 91,198 Gr ttannia - 91,249 Li helreda - 96,648 W angola - 81,575 Lo	Haagow - Haagow - dverpool - Haagow - dverpool - Haagow - dverpool - dverpool - dverpool -	3,089 1,468 1,690 1,417 1,445 1,769 1,788 1,770 3,149	200 220 200 250 250 250 250 250 700	ditto ditto British India Steam Navigation Co. J. and A. Allan  ditto  Lamport and Holt Harrowing & Co. McLelland & Co. Lamport and Holt McLelland & Co.	Braxils and E Plate ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt	io -	5 4 4 5 3	1 1 -	  - 	1	1 1 1 1 1	8 8 8	4	-	-   -	7 4 4 3 8	6 6 8	1 1 1 1 1
anora - 80,908 Gi aldensian - 33,546 Gl astrian - 56,190 Gl arman - 88,258 Li- helburga - 89,702 Li- succer - 98,702 Li- succer - 98,702 Li- rod Lana- downe - 91,187 Li- erbourg - 71,604 Gl asario - 88,148 H. ttannia - 91,198 Li- gelisson - 91,198 Li- gelisson - 91,499 St. helreda - 90,549 W. saglisson - 91,499 St. helreda - 90,545 W. saglisson - 91,545 Li- gelisson - 91,545 Li- gelisson - 91,545 Li- gelisson - 91,545 W.	Hangow - Hangow - dverpool - Hangow - dverpool - Hangow - dverpool - dverpool - dverpool -	3,089 1,468 1,690 1,417 1,445 1,769 1,788 1,770 3,149	200 220 200 250 250 250 250 250 700	British India Steam Navigation Co. J. and A. Alian  ditto Lamport and Holt Harrowing & Co. McLelland & Co. Lamport and Holt McLelland & Co.	Braxils and E Plate ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt	io -	5 4 4 5 3	1 1 -	  - 	1	1 1 1 1 1	8 8 8	4	-	-   -	7 4 4 3 8	6 6 8	1 1 1 1 1
strian - 56,190 Gl arman - 88,253 Li helburga - 89,785 W illaura - 98,702 Li illaura - 98,702 Li illaura - 90,029 Gl rmanic - 70,982 Gl rd Lans- downe. ruria - 91,187 Li fic - 98,825 Li erbourg - 71,694 Gl sario - 88,148 H ttannia - 91,193 Li sgilsson - 91,293 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,248 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li sgilsson - 91,249 Li	Hasgow - iverpool - Hasgow - iverpool - Hasgow - iverpool -	1,680 1,417 1,445 1,769 1,786 1,770 3,149	220 200 250 250 250 350 250 700	- ditto Lamport and Holt Harrowing & Co. McLelland & Co. Lamport and Holt McLelland & Co.	Plate ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt	io -	4 5 3	1		1	1	8 8	4	-	: :	4 3 8	6 6 8	1 1 1
axman - 88,258 Li- helburga - 99,765 Williams - 98,705 di laucer - 98,702 Li- illiarden - 96,029 Li- rd Lans- downe. ruria - 91,187 Li- fic - 98,825 Li- erbourg - 71,694 Gi sarlo - 88,148 Hu tannia - 91,193 Li- tannia - 91,193 Li- tannia - 96,543 Williaglisson - 96,543 Williamgola - 81,575 Lo	dverpool - Vhitby - Hasgow - dverpool - dverpool -	1,417 1,445 1,769 1,786 1,770 3,149	200 250 250 350 250 700	Harrowing & Co.  McLelland & Co.  Lamport and Holt  McLelland & Co.	ditto ditti ditto ditto ditto ditto ditto ditto ditto ditto ditti ditto ditti ditto ditti ditto	10 ·	5				1	8		-	: :	8	6 8	1 1 1
helburga - 89,785 W allaura - 98,5702 Li larden - 98,702 Li llarden - 96,029 Gi rmanic - 70,982 Li rd Lans- downe. ruria - 91,187 Li dic - 98,825 Li erbourg - 71,694 Gi sario - 88,148 H ttannia - 91,193 Li tgilsson - 91,249 El helreda - 96,543 W ngola - 81,578 Lo	Vhitby - Hasgow - Hasgow - Household - Household -	1,445 1,769 1,786 1,770 3,149	250 250 360 250 700	Harrowing & Co.  McLelland & Co.  Lamport and Holt  McLelland & Co.	- ditto - ditt - ditto - ditt - ditto - ditt - ditto - ditt	0 ·	3	-	-	1	1		-		-   -	8	8	1
Illaura	lasgow - lasgow - lverpool -	1,769 1,786 1,770 3,149	250 350 250 700	McLelland & Co. Lamport and Holt McLelland & Co.	- ditto - ditt - ditto - ditt - ditto - ditt	ю ·				- 1	- 1		-	! -			8	1
naucer - 98,702 Listermanic - 70,982 Listermanic - 70,982 Listermanic - 91,187 Listermanic - 98,825 Listerbourg - 71,604 Gillemania - 91,198 Listermania - 91,198 Listermania - 96,548 Mingola - 81,575 Lo	lasgow - lverpool -	1,786 1,770 8,149	850 250 700	Lamport and Holt - McLelland & Co	- ditto - ditt - ditto - ditt	ю .		î	Ξ,	-	1	9	1		- 1 -	3		
rmanic - 70,982 Li- rd Lans- downe. ruria - 91,187 Li- dic - 98,825 Li- terbourg - 71,604 Gi coario - 88,148 Hu ttannia - 91,198 St. delreda - 96,548 Wi ngola - 81,575 Lo	iverpool -	8,149	700				5	-	-	1	î	9	-	-	.   -	8	11	-
rd Lans- downe. rruria 91,187  tific 98,825 lai- rerbourg - 71,694 glison - 91,198 ritannia - 91,198 reglison - 91,849 helreda - 96,543 mgola 81,575 Lo				ismay, imme & Co	North Ameri		8	1	-	1	-	9	1			8	8	1
downe.  ruria - 91,187 Li  rific - 98,825 Li  rerbourg - 71,694 Gl  carlo - 88,148 Ri  ritannia - 91,193 Li  reglisson - 91,249 St.  helreda - 96,543 Wl  angola - 81,575 Lo	MITTERS	1,010		T. Dixon & Sons -	- ditto - ditt		6	2	-	= }	2	26 8	! =	-		6	39 10	9
nfic - 98,825 Li- nerbourg - 71,604 Gl osario - 88,148 Ri ritannia - 91,198 Li- reglisson - 91,249 St. heiroda - 96,648 Wi osagola - 81,575 Lo			1 1	1		-	į -		-	-	•	•	-	-	-	•	10	_ ^
erbourg - 71,694 Gh neario - 88,148 Hu ritannia - 91,198 Hu reglisson - 91,849 St. shelreda - 96,543 Wi negola - 81,575 Lo	iverpool -	3,689	2,500	Cunard Steam Ship Co.	- ditto - ditt		7	2	-	-	2	40	-	į -	1	10	109	1
tannia	iverpool - lasgow -	8,054 1,037	520 170	Ismay, Imrie & Co Cunard Steam Ship	- ditto - ditt Mediterranes		4	2	-	-	1	15 11	-	-	:   :	3	18 9	4
tannia	lull	1,238	140	Co. T. Wilson, Sons & Co.	- ditto -		8	_	_	1	,	7	_	! -	.   _	3	6	
helreda - 96,543 Wi ngola 81,575 Lo	iverpool -	2,040	280	Papayauni & Co	· ditto ·		4	1	-	-	2	14	-	-		8	18	_
ngola - 81,575 Lo	t. Ives	1,450	250	E. Hain & Son	· ditto ·	•	8	1	- 1	-	1	6	-	-		8	5	1
	Thitby - ;	1,401 986	220 156	J. H. Barrowing D. King	- ditto -	Rest	8	1	- 	-	1	6	-	-	i i	8	6	1
	1	1	1	•	Indies.		-		!	_	'	'		' -	1	•	1 1	1
	underland -	1,417	200	Royal Mail Steam Ship Co.	West Indies	•	4	1	2	1	1	10	4	1	-   -	•	12	2
1 1	underland - '	1,567	350	- ditto - ditto -	- ditto -	•	4	1	2	1	1	10	4	-	-	4	12	4
	ondon -	1,281	210	D. King	Cape	•	4	1	-1	1	1	6	! -	-		4	8	1
	[ull		850	T. Wilson, Sons & Co. British India Steam	Baltic		8	-	- 1	1	1	8 14	5	-		8 7	21	7
		1,089 3,876	522		Australia -	-	5	9	4		1		1	1		1		ı '
	lasgow -	1,089 8,876 2,953	522 750	Navigation Co. Pacific Steam Naviga- tion Co.	Australia - West Coast America.	of		2		1	1	18	2	-	. 2	5	26	8

### Abstract of the above. - - - - - -

umber of M to each 10 inclusive of	O Tons,	Number of I to each I exclusive of	l00 Tons,	
1890.	1900.	1890.	1930.	_
3·3068	3.4275	3-2553	3·3760	_
			,	
Masters, l	out exclusive and "Other	h 100 Tons, in e of Cooks, S Persons" en 5, and Stews Lascars.	stewards, numerated i	in
Masters, l	out exclusive and "Other 24, 44, and 4 nient of	e of Cooks, S Persons" en 5, and Stews Lascars.	stewards, numerated i	in

Сар	acity.		1890.	1900
Masters and Ma	tes -		138	144
Boatswains -			36	23
Quartermasters			20	16
Lamptrimmers			16	7
Carpenters -		i	36	31
Able Seamen		i	<b>33</b> 8	263
Ordinary Seame	n -	1	29	7
Apprentices		· • i		2
Boys · ·			4	5
Engineers -			137	135
Firemen and Tri			387	305
Other Persons partment).	(Engine	er's De-	48	53
Lascars Deck	Hands		126	243
other Engin	eer's Dep	partment	223	340
Asiatics. Stewa	rd's Dep	artment	91	183
Stewards, &c.			391	341
Other Persons			35	32
	TOTAL	1	2,055	2,130

#### Analysis of Crews-Steam Vessels.

STRAM Vessels Employed in the Foreign Trade of the United Kingdom in the Years 1890 and 1900.

		18	9	0.								1 9	9 0	0.											
L	ABCAI	ns.	28	24	25	26	27	28	29	80	81	82	88 8	4 8	. 1	87	88	<b>89</b> ;	40	La	SCATE	.  4	4 45	46	47
Deck Hands. 38	Engineer's 10	Steward's Bepartment.	Stewards, &c.	Other persons.	Total Crew.	Total Foreigners, exclusive of Lascars.	Owners.	Description of Voyage.	Masters & Mates	Boatswains.	Quartermasters.	Lamptrimmers.	Carpenters.	Ordinary Seamen	Apprentices.	Boys.	Engineers.	Trimmers.	ائم 5	Deck Hands. 17		Department.	Other Persons.	Total Crew.	Total Foreigners, exclusive of
- 2	13 16	4 7	ī	  - 	\$8 50	8 4	Wm. Thompson & Co. N. F. Jenkins	China Ditto	4 5	1 -	  -  -	1		8 1		-	4	-	-		1 <u>9</u> 18	6 4	- 1 -	38 48	
45	13 21 - 61	4 4	6 7 9 9 87	1 1 2 2 5	48 56 55 54 194	1 5 1	J. McGregor ditto - Geo. Smith & Sons - ditto - ditto - Peninsular and Oriental Steam Navi-	Ditto Ditto Communication	5 5 4 4 7	- - 1	6 6	ī - -	1	6 -	:   <u>-</u>		4 4 4 6	-	1 - 2	7		8 5 9 10 86	3 1 5 1 2 2 2 1 27 3		2
44 35 -	55 44	18 32 -	18 5	4	163 185 35	1 1 -	gation Co. ditto ditto British India Steam Navigation Co. J. and A. Allan	- ditto - - ditto - Brazils and River	7 5	1 1	-	-	1 1	8 -	·   -	-	7 7 4	- 7	1 -	42 36 -		38 38	12 4 5 1	178 140	1
			6 8 3 8 4 8 53 4	8 -	36 28 24 80 34 80 146 31	2 1 9 4 8	ditto Lamport and Holt Harrowing & Co. McLelland & Co. Lamport and Holt McLelland & Co. Lamport and Co. Lamport and Holt The Co. Lamport & Co. Lamport & Co. Lamport & Co. Lamport & Co.	Plate ditto - ditto ditto - ditto ditto - ditto ditto - ditto ditto - ditto ditto - ditto - ditto - ditto - North America ditto - ditto -	4 5 4 5 4 6 4	1 1 2 -		- 1 - - -	1 1 1 1 1 -	8 9 6	-   -		4 8 8 8 8 8 8 8	10 6 5 8 8 6 89	1 1 1 1 1 1 9				5 - 3 - 3 - 5 - 5 - 4 -	21 22 33 24 15	7 7 8 2 8 20 2 4 4 8 1 6
-	-	-	104	6	282	15	Cunard Steam Ship	- ditto - ditto -	7	2	-	-	2	87	-   -	-	9	96	15	-	-	-	97   8	26	9 5
-	=	-	6	-	54 84	2	Ismay, Imrie & Co Cunard Steam Ship	- ditto - ditto - Mediterranean -	5	2 2	-	-	1	16	-   -		4 8	17	5 -	-	-	-	6 5		
			8 8 8	1111	24 45 23 23 26	- 5	Co. T. Wilson, Sons & Co Papayanni & Co. E. Hain & Son J. H. Harrowing D. King	- ditto - ditto - ditto - ditto Cape and East Indica.	8 4 3 8 4	- 1 1 - -		1	1 - 1 -	6	2 1	=	8 8	5 11 5 5	1 1 1	- - 20	17	- - - 9	8 -	-   8 - 9	3 1 8 4 9 8 5 8
-	-	-	7	1	49	-	Royal Mail Steam Ship Co.	West Indies	4	1	-	-	1	9	- -	1	4	10	8	-	-	-	6	- '  8	19
-	-	-	6	1	50	1	- ditto - ditto.	- ditto	4		-	-		10	- -		1	12	2	-	-	-	6		1
=	$\left  \frac{1}{2} \right $	=	7 5 25	4	38 29 96	18	D. King T. Wilson, Sons & Co. British India Steam Navigation Co.	Cape - Baltic - Australia -	8 5	-	=	1 -	1 1	5	- :	-   -	9	7	1 1	87	51	20	7	1 3 8 1	34 1 31 1 40
	_	-	80	4	100	3	Pacific Steam Naviga- tion Co.	West Coast of America.	5	8	-	1	1	16	2 .	- 8	6	24	8	<u> -</u>	_	_	87	8 1	04 L 1
120	8 228	91	891	35	2,05	96	1	TOTAL -	. 14	4 23	16	7	81	268	7 9	. 5	18	5 305	58	248	340	183	841	82 2,1	180 18

#### ABSTRACT OF THE ABOVE.

Nat	ione	lity.			1890.	1900.	Nationality.	1890.	1900.
Norwegians		•		•	15	19	Italians	4	3
Swedes -		•	•	•	25	26	Greeks	1	7
Danes -	-			٠.	1	8	Austrians	4	1
Germans	•		•	-	20	31	Portuguese	1	1
Dutch -		•	•	-	3	8	Russians	6	9
French -		•	•	•	7	2	Americans	4	11
Spanish -		•	-	-	1	4	Other Countries	2	6
Belgians					1	5	TOTAL	95	131

<sup>\*</sup> This Total does not not include seven cattlemen who were employed on board.

#### RELIEF OF DISTRESSED SEAMEN ABROAD.

TABLE, No. 30.—RETURN of Sums Voted, and of the Expenditure, on account of the Relief of Distressed British Seamen Abroad, since the Vote has been administered by the Board of Trade, for each of the years 1855-56 to 1900-01.

	YEARS.			Voted.	Expenditure.
N. A. T				£. s. d.	£. s. d.
Net Expenditure		-	-	17,000	8,662 5 1
Ditto	- 1856–57	•	•	17,000	16,695 18 9
Ditto	- 1857–58	-	•	20,000	21,733 3 2
Ditto	- 1858–59	•	-	20,000	17,503 9 8
Ditto	- 1859–60			20,000	21,094 15 1
Ditto	- 1860–61	-	-	20,000	20,855 1 5
Ditto	- 1861–62	-		20,400	22,492 7 1
Ditto	- 1862–63	-	_	20,400	25,876 6 4
Ditto	· 1863–64	-	-	20,400	19,218 14 2
Ditto	- 1864–65	-	-	34,400	35,788 16 8
Ditto	- 1865–66	-	-	30,400	28,259 10 5
Ditto	1866–67	-	-	47,342 17 7	*49,162 9 9
Ditto	- 1867–68	-	-	38,187 5 -	38,187 5 -
<del>Iross Expe</del> nditu	re for 1868–69	-	-	45,400	38,427 7 2
Ditto	- 1869–70	-		45,400	37,059 1 9
Ditto	- 1870–71	-		36,000	35,068 12 1
Ditto	- 1871–72		•	35,400	34,260 8 1
Ditto	- 1872–73	-	-	36,000	32,578 4 1
Ditto	- 1873–74		-	33,000	30,204 12 2
Ditto	- 1874–75	•	-	29,000	31,185 16 1
Ditto	- 1875–76	•	-	31,000	29,220 19 2
Ditto	- 1876–77	-	-	33,000	32,223 11 1
Ditto	- 1877–78	-	-	33,000	31,612 2 4
Ditto	- 1878–79	-	-	31,500	34,373 1 2
Ditto	- 1879–80	-	-	†34,000 – –	29,414 11 7
Ditto	- 1880–81	-	-	32,400	27,256 10 2
. —	- 1881–82	-	-	31,900	29,066 11 9
Ditto	- 1882–83	-	-	30,900	30,701 19 4
et Expenditure	for 1883-84	•	-	- ‡ -	27,348 17 4
Ditto	- 188 <b>4–85</b>	-	-	- ‡ -	28,957
Ditto	- 188 <b>5–86</b>	-	-	- ‡ -	24,344 1 7
Ditto	- 1886–87	-	-	- : -	26,999 2 5
Ditto	- 188 <b>7–88</b>	-	-	- ‡ -	25,635 - 5
Ditto	- 1888–89	-	-	- ‡ -	26,839 13 1
Ditto	- 1889–90	•	-	- ‡ -	23,695 13 -
Ditto	- 1890–91	-	-	- ‡ -	21,566 3 9
Ditto	- 1891–92	-	-	- ‡ -	26,226 3 6
Ditto	- 1892–93	-	-	- ‡ -	23,407 16 3
Ditto	- 1893–94	-	-	- ‡ -	22,936 3 7
Ditto	- 1894–95	-	-	- ‡ -	19,191 8 2
Ditto	- 1895–96	-	-	<b>‡</b> -	21,464 14 -
	- 1896–97	-	-	- ‡ -	21,036 4 3
21111	- 1897–98	-	-	- ‡ -	17,373 – 11
21110	- 1898–99	-	-	- ‡ -	15,871 16 7
	- 1899–1900	) -	-	6,000	3,477 16 9
Ditto	- 1900-01	-	- ]	6,000	3,573 13 8

<sup>\*</sup> Includes Five Quarters. † Includes Supplementary Estimate, 3,000%.

1 The amount voted for the years 1883-84 to 1898-99 is included in the Grant in Aid of the Mercantile Marine Fund, and cannot be separately distinguished.

#### SEAMEN'S SAVINGS BANKS.

TABLE, No 31.—ACCOUNT of all Deposits Received and Repaid by the BOARD of TRADE, under the Authority of the SEAMEN'S SAVINGS BANK ACT, 1856, 19 & 20 Vict. c. 41, for each of the years 1857-58 to 1900-1901 (Years ending 20th November).

YEARS (ending 20th Nov.)	Amount Received.	Amount Paid.	YEARS (ending 20th Nov.)	Amount Received.	Amount Paid.
	£. s. d.	£. s. d.		£. s. d.	£. s. d.
1857–58 -	11,005 16 -	7,105 8 9	1879–80 -	58,548 13 10	53,295 - 4
1858–59 -	13,538 .18 .3	8,417 17 3	1880–81 -	<b>58,247</b> 8 <b>4</b>	53,809 6 6
1859–60 -	14,958 17 7	9,653 2 10	1881–82 -	66,336 14 9	60,230 1 -
1860–61 -	17,112 7 9	12,680 17 2	1882–83 -	72,783 4 1	68,517 6 1
1861–62 -	17,088 13 1	15,342 11 -	1883–84 -	74,493 5 2	74,834 16 1
1862–63 -	17,098 5 11	14,090 - 5	1884–85 -	69,449 11 11	71,629 7 8
1863–64 -	20,583 2 7	17,201 3 6	1885–86 -	66,538 8 5	67,354 19 2
1864–65 -	21,215 13 9	18,396 11 6	1886–87 -	63,475 12 3	61,897 18 10
1865–66 -	24,040 6 5	22,802 10 11	1887–88 -	70,608 8 4	64,066 19 4
1866–67 -	32,747 7 4	30,396 17 5	1888–89 -	77,325 16 3	70,194 3 2
1867–68 -	30,120 2 1	28,522 5 6	1889–90 -	87,789 8 11	78,742 8 6
1868–69 -	37,029 13 -	34,928 18 7	1890–91 -	85,252 19 8	82,327 9 7
1869–70 -	33,174 4 5	32,130 13 1	1891–92 -	83,042 7 6	87,480 9 6
1870-71 -	39,819 3 6	36,658 19 10	1892–93 -	84,799 5 2	87,828 3 11
1871–72 -	37,625 6 6	34,424 6 7	1893-94 -	82,563 9 1	76,792 13 7
1872–73 -	43,715 2 3	39,493 3 4	1894–95 -	80,312 19 4	78,817 2 <b>4</b>
1873–74 -	50,182 15 6	45,964 9 10	1895–96 -	82,707 2 5	78,194 8 1
1874-75 -	48,370 2 2	47,616 12 9	1896-97 -	87,248 4 8	85,288 6 -
1875–76 -	50,731 10 5	47,116 - 11	1897-98 -	88,579 - 7	86,721 18 3
1876–77 -	56,495 15 5	53,601 3 10	1898-99 -	90,205 17 3	91,204 7 2
1877–78 -	51,435 19 11	47,967 4 9	1899-1900 -	86,155 13 11	90,210 7 10
1878–79 -	59,113 13 2	59,670 9 5	1900–01 -	93,483 6 5	96,107 16 9

#### SEAMEN'S MONEY ORDERS.

TABLE, No 32.—RETURN showing the Number and Amount of SEAMEN'S MONEY ORDERS issued and Paid at Ports in the United Kingdom, and at Ports Abroad, for the years 1869 to 1900–1901.

			Issued.		1		PAID.	
YEA	RS.		Number.	Amount Received.	YEARS.		Number.	Amount Paid.
				£. s. d.				£. s. d.
1869	-	-	56,740	318,046 14 10	1869 -	-	56,707	318,860 2 11
1870	-	-	58,039	312,482 6 3	1870 -	-	57,947	311,587 8 8
1871	-	-	60,632	<b>338,630</b> 18 8	1871 -	-	60,289	337,568 14 6
1872	-	-	59,350	323,009 16 2	1872 -	-	59,201	322,595 13 4
1873	-	-	59,816	355,747 14 -	1873 -	-	59,717	355,467 11 4
1874	-	-	60,808	371,367 2 1	1874 -	-	60,568	372,064 8 10
1875	-	-	62,006	388,646 15 10	1875 -	-	61,759	387,525 9 9
1876	-	-	64,650	415,071 16 2	1876 -	-	64,324	415,439 15 3
1877	-	-	67,489	411,047 15 -	1877 -	-	67,363	408,643 17 7
1878	-	-	71,120	421,068 12 2	1878 -	-	71,072	420,749 9 9
1879	-	-	70,802	428,510 5 -	1879 -	-	72,284	430,606 12 7
1880	-	-	68,159	381,910 15 5	1880 -	-	68,130	381,630 8 9
1881-824	t ·	-	94,513	475,360 3 3	1881-82*	-	94,450	474,710 19 8
1882-83	-	-	85,318	437,622 5 3	1882-83	-	85,298	436,727 7 10
1883-84	-	-	85,098	461,797 8 9	1883-84	-	84,993	461,528 2 7
1884-85	-	-	86,327	447,674 12 11	1884-85	-	86,278	447,837 19 10
1885-86		-	86,469	436,927 10 5	1885–86	-	86,456	436,080 2 6
1886-87	-	-	86,148	425,140 10 8	1886-87	-	86,202	425,244 1 10
1887-88	-	-	86,180	413,066 4 2	1887–88	-	86,112	413,227 4 8
1888-89	-	-	87,324	416,166 13 5	1888–8 <b>9</b>	-	87,369	417,019 15 10
1889-90	-	-	87,839	456,092 17 7	1889-90	-	87,708	454,358 12 -
1890-91	-	-	81,861	460,892 13 5	1890-91	-	82,095	461,083 - 7
1891-92	-	-	80,573	481,967 1 11	1891-92	-	80,750	483,130 7 4
1892-93	-	-	74,998	428,024 15 4	1892 <b>–93</b>	_	74,876	426,887 3 2
1893-94	-	-	77,942	438,521 14 8	1893-94	-	78,087	440,058 19 3
1894-95	-	-	76,105	384,473 1 2	1894-95	-	75,937	381,234 14 8
1895-96		-	71,703	385,925 9 3	1895-96	-	71,773	389,044 19 2
1896-97		-	70,089	373,187 7 11	1896-97	-	70,150	371,194 14 2
1897-98		-	63,529	335,677 19 6	1897-98	-	63,531	337,027 1 6
1898-99		-	58,653	330,447 8 10	1898-99	-	58,664	329,929 13 8
1899-190		-	55,271	320,030 2 11	1899-1900	-	55,299	321,338 13 2
1900-01		-	51,376	323,770 2 6	1900-01	-	51,399	322,810 1 9

Note.—Years ended 31st December up to and inclusive of the Year 1880; Years ended 31st of March after that date.

\* Includes Five quarters 6654.

#### TRANSMISSION OF SEAMEN'S WAGES.

TABLE, No. 33.—RECEIPTS and PAYMENTS in connection with the Transmission of Seamen's Wages for the years 1878 to 1900-01.

		Year	8.			Receipt	8.	Payments.	
1878 (11 r	non	ths)	-	-	-	£. 22,225	s. d. 1 5		<i>d</i> .
1879 -	-		-		-	27,967	4 -	27,326 19	5
1880 -			_	-		62,978	5 6	62,813 15	9
1881-82*	-	•	-		_	148,758	6 3	147,941 17	_
1882-83		-	-	-	-	159,104	16 5		8
1883-84	_	•			_	187,808	8 -		1
1884–85		-			_	<b>169,282</b> 1			4
1885–86	_	-				189,593			9
1886-87	-		-	-	_	177,071			3
1887–88		_	_		_	175,705			3
1888-89		_	_	_		176,297			
1889-90				_	_		1 3	, ,	_
1890-91	_	_	_			221,774			5
1891-92		_		_		219,905	8 5		
1892–93	•	•	-	-		•	5 9		
1893-94	-	•	-	-		189,333 195,630		1	3 4
1894–95	-	-	_	- د		181,068		1	
1895-96	_	_	_	_	-	178,753		1	
1896–97	_	_	_			164,118		1	
1897-98		-		_		149,532		•	
1898-99	_	-	•	-		138,584		1	
1899-1900	)	-	-	_		156,083			
1900-01	,	_			-	186,546		1	

Note.—Years ended 31st December up to and inclusive of 1880; Years ended 31st March after that date.

\* Includes Five Quarters.

TRANSMISSION OF WAGES (FOREIGN).

	7	YEARS	S.			Receipts.	Payments.
1894–95†	-	_	•	-	-	£. s. d. 8,127 13 6	£. s. d. 7,618 13 6
1895-96	-	-	-	-	-	16,000 17 3	16,142 - 10
1896-97		-	-	-	-	9,357 5 11	9,552 18 6
1897-98	-	-	-	-	-	50,300 7 6	49,369 14 4
1898-99	-		-	-	-	64,602 13 3	64,234 - 4
1899-1900		-	•	-	-	72,832 10 11	73,628 13 5
1900-01	-	-	-			49,578 4 6	48,811 2 1

<sup>†</sup> From 23rd August 1894 (when the business commenced) to 31st March 1895 only.

# PART IV. SUEZ CANAL TRAFFIC.

TABLE, No. 34.—STATEMENT showing the Number and Tonnage of Vessels that passed through the Suez Canal for each of the years 1870 to 1901, showing also the Transit Receipts.

(Extracted from the Returns of Shipping and Tonnage of the Suez Canal as furnished by the British Directors, Cd. 1075 of 1902 and previous.)

YEARS.				Number of Vessels.	Gross Tonnage.	Net Tonnage.	Mean Net Tonnage per Vessel.	Transit Receipts.		
1870 -	•	•		486	654,915	436,609	898	Francs. 5,159,327		
1871 -	-	•	-	765	1,142,200	761,467	995	8,993,73 <b>3</b>		
1872 -		-	-	1,082	1,744,481	1,160,743	1,071	16,407,591		
1873 -	-	-	-	1,173	2,085,073	1,367,768	1,166	22,897,319		
1874 -	_	-	_	1,264	2,423,672	1,631,650	1,290	24,859,38 <b>3</b>		
1875 -		-	_	1,494	2,940,708	2,009,984	1,345	28,886,302		
1876 -		-		1,457	3,072,107	2,096 772	1,439	29,974,999		
1877 -		_	_	1,663	3,418,950	2,355,448	1,416	32,774,344		
1878 -				1,593	3,291,535	2,269,678	1	31,098,229		
		•	•		,		1,425			
1879 -		•	•	1,477	3,236 942	2,263,332	1,532	29,686,061		
1880 -	-	•	-	2,026	4,344,520	3,057,422	1,509	39,840,488		
1881 -	-	-	-	2,727	5,794,491	4,136,780	1,517	51,27 <b>4,353</b>		
1882 -	-	-	-	3,198	7,122,126	5,074,809	1,586	60,545,882		
1883 -	-	-	-	3,307	8,051,307	5,775,862	1,746	<b>65</b> ,847,81 <b>2</b>		
1884 -	-	-	-	3,284	8,319,967	5,871,501	1,787	62,378,116		
1885 -	-	-	-	3,624	8,985,412	6,335,753	1,748	62,207,439		
1886 -	-	-	-	3,100	8,183,313	5,767,656	1,860	56,527,391		
1887 -	-	-	_	3,137	8,430,043	5,903,024	1,881	57,862,371		
1888 -			-	3,440	9,437,957	6,640,834	1,930	64,832,273		
1889 -	_	_		3,425	9,605,745	6,783,187	1,951	66,167,579		
		-	_				İ	•		
1890 -		•	-	3,389	9,749,129	6,890,094	2,033	66,984,000		
1891 -	•	-	-	4,207	12,217,986	8,698,777	2,067	83,422,101		
1892 -	-	-	-	3,559	10,866,401	7,712,029	2,167	74,452,436		
1893 -		•	-	3,341	10,753,798	7,659,068	2,292	70,667,361		
1894 -		•	-	3,352	11,283,854	8,039,175	2,398	7 <b>3,776,</b> 8 <b>27</b>		
1895 -		-	-	3,434	11,833,637	8,448,383	2,460	78,103,717		
1896 -		-	•	3,409	12,039,858	8,560,283	2,511	79,569,994		
1897 -		-	-	2,986	11,123,403	7,899,373	2,645	72,830,545		
1898 -		-	-	3,503	12,962,631	9,238,603	2,637	85,294,769		
1899 -		-	-	3,607	13,815,991	9,895,630	2,743	91,318,772		
1900 -			-	3,441	13,699,237	9,738,152	2,830	90,623,608		
1901 -		-		3,699	15,163,233	10,823,840	2,926	100,386,397		

Note.—The above figures include not only merchant vessels and mail steamers, but also warships and transports, as well as Government chartered vessels.

#### SUEZ CANAL TRAFFIC (DISTINGUISHING NATIONALITIES).

TABLE, No. 35.—Statement showing the Number and Tonnage of Vessels
1889 to 1901, distinguishing
(Extracted from the Yearly Returns of Shipping and Tonnage

	1	1889.	1890.		1891.		1892.		1893.		1894.		
Nationality.	No. Gross Tonnage		No.	Gross Tonnage.	No.	Gross Tonnage.	No. Gross Tonnage.		No.	Gross Tonnage.	No.	Gross Tonnage.	
British	2,611	7,478,370	2,522	7,438,682	3,217	9,484,609	2,581	8,101,904	2,405	7,977,728	2,386	8,326,826	1
German	194	463,226	275	731,888	318	870,548	292	809,014	272	798,929	296	887 <b>,363</b>	2
French	168	547,602	169	555,941	171	616, <del>964</del>	174	635,585	190	702,634	185	710,990	3
Dutch	146	359,722	144	341,828	147	369,347	177	433,543	178	443,148	191	484,570	4
Austro - Hun- garian.	54	168,708	55	177,941	51	169,399	61	191,145	71	<b>251,468</b>	78	278,792	5
Russian	23	57,255	20	59,613	21	64,554	22	74,554	24	82,767	35	119,363	6
Japanese	3	5,681	4	6,301	6	12,794	3	5,941	1	2,847	6	17,148	7
Italian	103	279,332	87	217,480	116	275,861	74	198,206	67	183,492	63	181,149	8
Other Nation- alities.	123	245,849	113	219,455	160	353,910	175	416,509	133	310,785	112	277,654	9
TOTAL	3,425	9,605,745	3,389	9,749,129	4,207	12,217,986	3,559	10,866,401	3,341	10,753,798	3,352	11,283,855	ιo

 $\it Note.$ —The above figures include not only merchant vessels and mail steamers,

### SUEZ CANAL TRAFFIC (DISTINGUISHING NATIONALITIES).

that passed through the SUEZ CANAL for each of the years the Principal Nationalities.

of the Suez Canal which are issued by the British Directors.)

	1895.		1896.		1897.		1898.		1899.		1900.		1901.	
	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.
1	<b>2,3</b> 18	8,382,075	2,162	8,057,706	1,905	7,389,237	2,295	8,691,093 ·	<b>2,3</b> 10	9,046,031	1,935	7,771,346	2,075	8,651,015
3	314	977,029	322	1,120,581	325	1,194,106	356	1 353,161	387	1,492,657	462	2,047,230	511	2,452,423
3	278	1,005,051	218	819,919	202	-807,995	221	891,642	226	940,125	285	1,167,987	281	1,158,077
4	192	497,903	200	520,994	206	532,272	193	526,478	206	583,011	232	704,458	230	709,548
5	72	248,985	71	233,922	78	265,231	85	300,251	101	371,364	126	467,605	138	555,065
6	39	137,288	47	209,509	44	218,514	48	243,381	55	266,444	*100	451,152	129	537,035
7	2	3,401	10	42,695	36	165,425	46	261,602	65	321,128	63	351,854	57	<b>33</b> 4,553
8	78	<b>224,3</b> 58	230	594,179	71	198,161	74	208,418	69	200,625	82	247,167	87	<b>268,329</b>
9	141	357,547	149	440,354	119	352,462	185	486,606	188	594,607	156	490,439	191	497,188
10	3,434	11,833,637	3,409	12,039,859	2,986	11,123,403	3,503	12,962,632	3,607	13,815,992	3,441	13,699,238	3,699	15,163,233

but also warships and transports, as well as Government chartered vessels.

<sup>\*</sup> Includes 12 vessels (of which 5 were British, 3 German, 2 Austrian, 1 French and 1 Danish) chartered by the Russian Government.

•

•

. 1



## MERCHANT SHIPPING, 1901.

RETURN to an Order of the Honourable the House of Commons, dated 5 August 1993 7—for,

## TABLES

SHOWING PRE

### PROGRESS OF MERCHANT SHIPPING

IN THE

### UNITED KINGDOM

AND THE

### PRINCIPAL MARITIME COUNTRIES.

Board of Trade, ) 8 August, 1902.	PRANCIS J.	s. Hopwood

(Mr. Gerald Halfour.)

Ordered, by The House of Commons, to be Printed. 6 August 1902.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY WYMAN AND SONS, LIMITED, FOTTER LARGE, E.C.

And to be purefrowed, either directly or through any Dooksatlar, from BYRK & SPOTTISTO CATION. East Handow Street, From Street, E.O., and E. A. at School Planer, Worderstein, S. W. : or CHAINGE to DOYD, Entropending or R. Parkerskey, 100, Charges Street, Domain,

## REPORT

000

## TRINITY HOUSE FOG-SIGNAL COMMITTEE

100

### EXPERIMENTS

COMMUNICATION AND

## ST. CATHERINE'S POINT, ISLE OF WIGHT.

1901.

Urenented to bath Bonses of Barliament by Command of Bis Majesty.



LONDON:
LONDON:
BY DARLING & SON, Lan, 34-10, Bacos Strains, E.

And to be prochased, either directly or through any Bookseller, from by RE & SPITTISWOODE, BAN HARDING STREET, FLEET STREET, E.C., and if, Annaones Street, Westmisster, S.W.; or Otlivell & BOYD, Edisough; or F. PONSONBY, 116, GEAFTON STREET, DURING.

## SALE OF GOVERNMENT PUBLICATIONS.

For all publications recogning Ordinance and Geological Maps, the Hydrographical Works of the Admirant and Patent Office Publications — Mixing Prof. Lee Sports woods, New Harding Street, E.C.
For Hydrographical Works of the Admiralty — Mr. J. D. Porrens, 140, Minuster, E.C.
Petent Office Publications are mild at the Patent Office.

For all publications operator the Hydrographical Works of the Admiralty, Parent Office Publications, and Ordernoe and Goodes and Maps.

IN PROPERTY - Missian Output and Born, Edinburgh.

IN HERITAND - Mr. R. Postonov, 116, Grafton Street, Dublin.

OROTAGORAL SURVEY PUBLICATIONS OF GREAT REITARN AND HERLASTI .- The Joyale In the sale of Ordinance Survey Maps are thus, as a rule, agents for the sale of Osotopaul Publications.

Parliamentory	
Sistries	
Standard Rules and Crokes takes then there of a Lond, Personal, or Tonoscory Cla the more important Statutory Crows of a Lond Cherolic arranged in choose on Decide Indicate the years 1800, 1800, 1800, 1804, 1805, 1805, 1807, 1805, 1800, 2	
[Od \$19,] Transpar, and Consumitive Environment in front Private, Polant, Oxfole, &c.	
[Od. 698.] Lorse Taxarrow Bayas Hawaraness Pinal Report as to England and Wa	
[Oct 668.] Farments and Wissamiro. Report of Glass Impactor Year 1900.	
Minera in the Prairie Kingdom and the Jule of Man. Last of, for 1980.	
Dr. do. do. 1990.	
Taxon as the Parties of the Court of the Principle of the Post of the Post of the Parties of the	

# REPORT

OF

# TRINITY HOUSE FOG-SIGNAL COMMITTEE

ON

## EXPERIMENTS

CONDUCTED AT

ST. CATHERINE'S POINT, ISLE OF WIGHT.

1901.

Presented to both Houses of Parliament by Command of His Majesty.



LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
By DARLING & SON, Ltd., 34-40, Bacon Street, E.

And to be purchased, either directly or through any Bookseller, from EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and 32, ABINGDON STREET, WESTMINSTER, S.W.; or OLIVER & BOYD, EDINBURGH; or E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

1901.

[Cd. 848.] Price 2s.  $5\frac{1}{2}d$ .

## CONTENTS.

			Page.
Appointment of Fog 8	Gignal Committee	•••	3
Report of Committee	-Preliminary remarks as to necessity for experiments	•••	5 to 8
Do.	Proceedings of Committee day by day	•••	8 to 12
Do.	Record of experiments and results of observations	•••	13 to 28
Do.	Conclusions and Recommendations	•••	28 to 36
Do.	Summary of Results	•••	36, 37
Appendices I. to VII.		•••	39 to 81

# APPOINTMENT OF COMMITTEE.

TRINITY House, London, 12th February, 1901.

## MINUTE OF THE BOARD.

Resolved—That a Special Committee, with whom shall be associated Lord Rayleigh, Scientific Adviser, and Mr. Thomas Matthews, M.Inst.C.E., Engineer-in-Chief to the Trinity House, be appointed to make trial of the relative merits of certain sound-producing instruments used or intended to be used on the coasts for conveying sound signals in foggy weather; and that the Committee be as follows, viz.:—

Chairman: —Captain Geo. R. Vyvyan, Deputy Master.

Rear-Admiral H. B. Stewart, ... Chairman of Light Committee.

Captain A. E. Bell ... Chairman of Examining Committee.

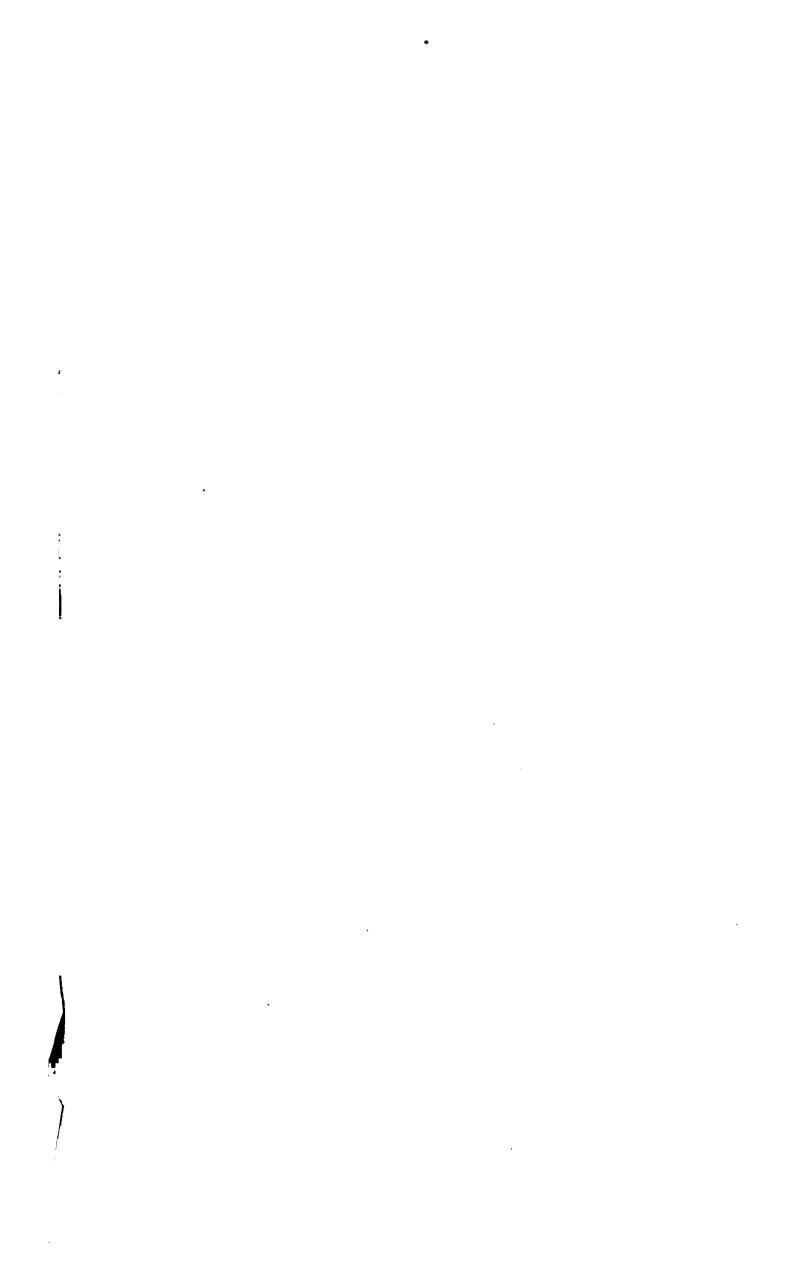
Captain A. W. Clarke ... Member of Light Committee.

Captain H. A. Blake ... Member of Examining Committee.

Mr. Chas. A. Kent ... Secretary.

With Mr. E. Price Edwards to act as Clerk to the Committee.





• • . · . •

. · . . . -.

## FOG SIGNAL EXPERIMENTS, 1901.

## REPORT.

In accordance with the Order of the Board dated 12th February last, Appointappointing a Special Committee to make comparative trial of certain sound-ment of producing instruments, and such further experimental tests as may tend to Comthe improvement of the apparatus and the determination of some doubtful points in connection with the system of sound signalling in operation on the coasts during the prevalence of fog or other meteorological conditions which interfere with the visibility of sea-marks by day and of lights by night, the Committee have the honour to report that they have carried out the trials indicated in the reference made to them, and now submit an account of their proceedings, with the results obtained, for the Board's consideration, together with some preliminary remarks on the general subject.

## PRELIMINARY OBSERVATIONS.

As the result of a visit by a Committee of Elder Brethren to the United Previous States in 1872, the Trinity House set on foot some trials with sound signals in Trinity 1873. A Special Committee of the Board was appointed, and with the advice House and personal assistance of Professor Tyndall, then scientific adviser to the experiments. Corporation, an elaborate series of experiments was carried out at the South Foreland, observations thereon being made from sea.

From the report of Dr. Tyndall, it would appear that these experiments Professor demonstrated (1) that the passage of sound through the atmosphere is not Tyndall's impeded by fog, or by falling snow, hail, or rain; (2) That the most report, powerful sound-producing instrument then known was the siren as used in the United States; (3) That no sound signal should be relied on for being heard at a greater distance than 2 or 3 miles; (4) That sound shadows Ed.(1),p.357. may be formed by the intervention of points of land or the interference of Do.(2),p.352. reflected sounds with the direct waves, whereby a signal may be rendered Do. (3), p. 358. much less effective or quite inaudible in the area of such sound shadow; Do. (4), p. 298. (5) That an opposing wind seriously obstructs or diverts the passage Do. (5), p. 848, of sound waves, while to leeward the sound travels to great distances without # 100. any serious interference; (6) That in an optically clear atmosphere the air Do. (6), p. 356. may be rendered flocculent to sound by the existence of invisible acoustic clouds, formed by air currents differently heated or differently saturated with vapour.

Upon the knowledge and experience gained in those trials the Trinity Applica-House and the other general lighthouse authorities have gradually proceeded tion of with the establishment of fog signals on the British coasts, the demand knowledge for which has continued to increase with the increase of shipping trade, gained. more especially as in the keen competition of shipping business shipmasters too often run on in foggy weather in the hope of picking up a sound signal.

In the twenty-seven years which have elapsed since the trials above referred to, many changes have taken place in connection with the use of sound signals. Alterations have been made in the form of trumpets; high and low notes have been introduced for purposes of distinction; the instantaneous action of the fog signal has been secured by the use of reservoirs of compressed

air; air at 25 lbs. pressure has been used for sounding sirens instead of steam at 60 lbs. as at the South Foreland trials. The cylinder form of siren has been adopted as affording a more convenient mechanical arrangement for self-rotation, and in the case of lightships, where the sound is required to be audible all round, a form of trumpet known as the mushroom head has been successfully used in the Trinity House service.

Nccessity for new trials. But very many points in connection with these developments have from time to time arisen requiring more definite experimental tests than could be effected in the workshop or in the ordinary working of the service. Moreover, with a view to uniformity of practice in regard to the fog signals on our coasts it is desirable that the Lighthouse Boards and their engineers should have the means of putting to practical test any matters of detail which may be open to question. Indeed as far back as 1898 it had been determined, as the result of a visit to Scotland by the Committee of the Elder Brethren to make comparative trials of the 7-inch cylinder siren motor-driven in use at some Scottish stations, and the 5-inch cylinder siren in use at some Trinity House stations; also to ascertain the most effective working pressure, &c., of air for sounding a siren, as some difference existed in this respect between the practice adopted for Scottish and that employed for Trinity House sirens. It had been intended that the trials should have taken place last year, but on consideration, it was decided to wait until the present year, when the siren and trumpet designed for the Commissioners of Northern lighthouses, and intended for Girdleness Lighthouse, would be ready for installation, and the improved siren and trumpet intended for the Caskets rock lighthouse would also be available for trial.

Co-operation of Lighthouse Authorities.

The co-operation of the Commissioners of Northern Lighthouses and of the Commissioners of Irish Lights was invited and readily accorded, and their respective engineers were placed in communication with the engineer-in-chief to the Trinity House. The Commissioners of Northern Lighthouses further sent a list of queries which they thought might be usefully made the subject of experiment, and the Committee have given careful consideration to the various points raised in that paper.

See Appendix VI., p. 61.

Locality for carrying out trials. The Committee selected the lighthouse establishment at St. Catherine's Point in the Isle of Wight for the place of experiment, a good type of siren fog signal being in operation at that station; being also an electric light establishment, steam power was available for compressing air for any competitive instruments which might be sent for trial. The position also afforded ample scope for making observations at sea, the fog signal being arranged to cover an arc of 220° seaward. The chart in the frontispiece shows the sea area of observations, the circles representing miles from the station at St. Catherine's—the compass bearings given being from seaward.

Chart in frontispiece.

Instruments to be tried—

Sirens.

Reed-

It had been originally intended to limit the trials chiefly to sirens and their details, it being the general opinion of those who had had lengthened experience of their performances that reed-horns as most recently developed could not compete with the powerful sirens in ordinary service use on the coasts. In consequence of the attitude taken by some members of the Advisory Committee of Shipowners on Lighthouse Expenditure, a trial of certain specially named reed-horns in comparison with sirens was added to the experiments previously contemplated. The members of the Advisory Committee had been much impressed by reports made to them in regard to the performances of reed-horns, notably of two such horns installed at the entrance to the port of Belfast, intended to guard the small arc subtended by the angle enclosed by the width of the entrance; and they appear to have been convinced from their sources of information that the reed-horn was superior in efficiency to the siren. In this belief they were indisposed (on the score of economy) to agree to the latter instrument being adopted for the projected new fog signal at Whitby and the renewal of that at the Outer Fern. On the other hand, the Elder Brethren, having had ample opportunities of ascertaining from direct experience that

the siren was by far the more powerful instrument, were not disposed to adopt an inferior type of signal for important stations where large areas had to be guarded, and effective warnings conveyed to mariners; although they quite recognised the value of a reed-horn for positions where the navigable channel was contracted and the sea area to be guarded was small, such positions, for instance, as the entrance of Belfast Lough, the entrance to the port of Harwich, &c. On this question being discussed at a meeting of the Advisory Committee the Board of Trade accepted the proposal of the Deputy Master that the comparative merits of the reed-horns indicated by the Advisory Committee and the service sirens should be thoroughly tested, when the contemplated experiments took place; that the members of the Advisory Committee should be invited to attend; and that pending the results of the trials, the question of the sound-producers to be placed at Whitby and the Outer Fern should be deferred. In order that the comparison should be effectively made, it was arranged that the makers of the Belfast reed-horns should have full opportunity of submitting for trial the best instrument they could produce, similar to those at Belfast, and this arrangement involved the purchase of the instrument by the Trinity House. The makers were furthermore permitted to make alterations to their instrument during the progress of the experiments with a view to its improvement, a permission of which they availed themselves.

The Barker (Belfest) reed-horn was not the only instrument of the kind.

The Barker (Belfast) reed-horn was not the only instrument of the kind pp. 64 and 65. submitted for trial; two others—one, that of Mr. Taylor, of Liverpool (forwarded at the instigation of the Advisory Committee, and which it is believed had never been subjected to a practical test), the other, the Stentor horn, of Dutch origin—were compared with the sirens and reed-horns in use in the Trinity House service, and with one another.

The next question which came before the Committee for discussion was Electrical "What are the practical limits within which the investigation shall be Signals-confined?" Here the Committee were confronted with the consideration of Subproblems connected with projects for conveying electrical signals by ætheric or marine. sub-marine media. In this connection sundry schemes for conveying signals by electrical methods without introducing the element of sound were submitted, but it appeared to the Committee that experimental trials of this nature would be beyond the scope of their inquiry or the means at their disposal, and it was decided not to attempt them for the present; although, if other difficulties could be overcome, these methods would offer the great advantage of independence of atmospheric conditions.

It will be observed in the record of experiments that explosives have not Explobeen included in the trials with sound signals. This type of sound-producer sives. was not omitted because of its inferiority, but because the Committee were so fully aware of its value as compared with the siren, and in no case had its efficiency been called in question, that they did not think it necessary to include it in their comparative experiments, especially as to have done so would have considerably lengthened the proceedings beyond the limits of time at the Committee's disposal. It is hoped that some experiments may be undertaken in the near future at Shoeburyness or elsewhere, with a view of determining whether any other explosive compound is safer to store, cheaper, or produces a louder noise than the tonite or cotton-powder now in use in the service.

Although many large steam whistles are in operation on the American Whistles. coasts, there are none in use in the British lighthouse service, they having been regarded as wasteful and inefficient instruments, requiring a high pressure of steam, and radiating the sound equally in all directions, vertically as well as horizontally. It was therefore considered inadvisable to include this class of instruments in the experiments, although a small whistle of the Cran type was used in connection with the varied notes which it may be made to produce.

The question of the height above the sea for fog signals was dealt with in Altitude of 1873 at the South Foreland, where a difference of 195 feet in altitude between Fog two similar sound instruments showed little or no appreciable advantage of one Signals.

over the other, and in the Trinity House service it has not been regarded as a very material point whether the fog signal is placed at a high or a low elevation. Having regard to the unsuitability of St. Catherine's for making further trials in regard to this question, and to the fact that a lightship's fog signal is not affected thereby, being always at about the same level above the sea, it was not thought necessary to devote any time to this point.

Cognate questions.

Other questions, such as the relative value of notes of high or low pitch as regards penetrating power; the arc which any one trumpet may be expected to cover with effective sound; the effect of intervening points of land; the effect of employing different pressures of air for sounding a siren; the effect of different kinds of weather upon the travelling of sounds of different pitch; and the relative merits of different forms of trumpets or sound projectors, were also considered, and the results of observations on these points are shown in the conclusions given at the end of this report.

Meetings of Committee. After numerous meetings of the Committee at the Trinity House, at which Lord Rayleigh and the Engineer-in-Chief were generally present, and one preliminary visit to St. Catherine's to fix positions for the instruments and settle sundry details in connection with the experiments, it was ultimately arranged that the trials should commence on the 8th May, the Engineer having reported that all would be ready by that date.

Arrangements for abservations. The trials accordingly commenced on the 8th May and lasted, with one or two short intervals, until the 13th June. Some members of the Committee and other Elder Brethren were always on board the "Irene" during the experiments, and made their observations on cards specially provided for the purpose, a detailed summary of which is given in Appendix I. Captain Tizard, R.N., deputed by the Admiralty, and Commander Frederick, R.N., deputed by the Board of Trade, were present during a part of the trials and witnessed the more important comparisons, while Mr. D. A. Stevenson, Engineer to the Commissioners of Northern Lighthouses, and Mr. Scott, Engineer to the Commissioners of Irish Lights, also attended at St. Catherine's, and were occasionally present with the observing party on board the "Irene."

## GENERAL PROCEEDINGS.

The following summarized account of the Committee's proceedings, day by day, is submitted for the information of the Board:—

On the evening of the 7th May, the Committee joined the "Irene" at Portsmouth, Lord Rayleigh arrived the following evening, Mr. Matthews, the Engineer-in-Chief, being at St. Catherine's.

The first four days, i.e., the 8th, 9th, 10th and 11th May, were devoted chiefly to tests of the St. Catherine's signal only, the Committee being desirous of testing its efficiency in various parts of the arc. The particulars of this examination are given in the report of results. On the morning of the 9th the Committee drove out to St. Catherine's station and made a general inspection of the instruments set up for trial and of the details of their working parts, Mr. Shaw, mechanical assistant to the Engineer-in-Chief being in charge of the experiments. The Committee also arranged a programme of trials with the St. Catherine's siren for the afternoon of that day, and also for the 10th and 11th May. The mechanic in charge of the Scottish siren and the representatives of the reed-horns were interviewed by the Committee, and all expressed themselves as perfectly satisfied with the arrangements made for the trials. Instructions were given to Mr. Charlton, the engineer in charge of the station, that if fog came on during the trials they were at once to be suspended, and the service signal forthwith put into operation. Arrangements were also made for making certain signals by means of flags if found to be necessary by the observers afloat, and the Committee went off to the "Irene" from the cove

about half-a-mile to the eastward of St. Catherine's station, a convenient landing place in fine weather, which proved of great service many times during the experiments. In the afternoon the Committee carefully examined the sea area inside the axial line of the western St. Catherine's trumpet, over which there was some reason to think the sound required strengthening.

On Monday, the 13th, a 5-inch disc siren in the trumpet made on the pattern of that used for French fog signals, as against one of the 5-inch cylinder sirens in a St. Catherine's trumpet, were compared, but the experiment not being made under equal conditions, and the results being somewhat uncertain, it was decided to make further trial of the French pattern trumpet on another occasion. The second series of trials was St. Catherine's service signal against the 7-inch disc siren in a large vertical trumpet with bent head. The results of this comparison were remarkable, for the St. Catherine's signal was lost at 10 miles, while the 7-inch disc siren was carried as a good serviceable sound to over 20 miles.

On Tuesday, the 14th, "Irene" coaling at Southampton. The Committee, with Lord Rayleigh, went to St. Catherine's by land, and examined in detail the various instruments set up, returning to Southampton in the evening.

On Wednesday, 15th, the comparison of St. Catherine's service signal with the 7-inch disc siren and vertical trumpet was repeated, but the performance of the latter was not so good as on the 13th, the note being uncertain and irregular. It transpired subsequently that it had not been working so satisfactorily as before, there having been some difficulty in keeping the speed of rotation of the disc siren uniform. Several members of the Committee visited the station in the course of the day, and arrangements were made for a series of experiments on the pitch of the notes of St. Catherine's siren.

On the 16th, a comparison of the St. Catherine's two 5-inch sirens and trumpets, with the Scottish 7-inch cylinder siren and large horizontal trumpet, was made with results on the whole favourable to the St. Catherine's system of distributing sound over a large arc. Mr. D. A. Stevenson, Engineer to the Commissioners of Northern Lighthouses, who was at St. Catherine's, came off with Mr. Matthews. Captain Tizard, R.N., came on board in the evening.

On the 17th, the first comparison of the reed-horns with the St. Catherine's signal was made, the latter proved greatly superior. Mr. Stevenson and Mr. Matthews came on board from the Cove, also Mr. Reinhold, of Pintschs' Lighting Company, representing the Stentor horn. The representative of Barker's horn was also invited to come on board, but he declined to do so, as he wished to see to the working of his instrument. Some comparative trials were also made with the Trinity service reed-horn and the Stentor On the same day a comparison between the Scottish and Barker horns. siren and the 7-inch disc siren was made, and during this experiment a remarkable instance of what Professor Tyndall has called a soundless zone was experienced. Going out on the medial line (i.e., the line midway between the axial lines of the two St. Catherine's trumpets) at between 2 and 3 miles the sounds weakened and were nearly lost, but were recovered after 3 miles and were carried loud and distinct to 8.4 miles. On returning, the phenomenon was again experienced, only in a more marked degree, all sounds being absolutely lost at 2 miles, though previously at the greater distance they were loud and distinct, and they were recovered at 1 mile.

On the next day (Saturday, 18th May) the comparison of the Scottish siren with the 7-inch disc was repeated, the latter having been working unsatisfactorily the previous day. Again the soundless zone or silent area was experienced on going out on the medial line, all sounds being quite lost between  $1\frac{1}{2}$  and  $2\frac{1}{2}$  miles, recovered after 3 miles, and carried as strong and powerful sounds to 12 miles. Returning on same line, at about 3 miles, sounds became very faint, and several times were lost; all recovered at about 1 mile.

On Monday, the 20th May, when in position for observations, St. Catherine's signalled that the H.P. valve was out of order. Committee landed, and found the leathers of the valve had burned and nothing could be done until the defect was made good. In the afternoon, the valve having been repaired, further comparisons were made between the Scottish siren and the 7-inch disc siren with vertical trumpet and bent head, the Stentor reed-horn with a lowered note being interposed. The observations appeared to be generally in favour of the 7-inch disc siren, the Stentor reed-horn was only heard occasionally, and then was very faint.

On Tuesday, 21st May, in the morning, the Scottish siren was tested in comparison with the 7-inch disc siren in vertical trumpet with mush-room head, with results generally favourable to the latter. On medial line at 5 miles, sounds were heard (wind across); steamed up to windward, sounds lost; steamed in to 4, 3, and 2 miles, no sounds heard; at  $1\frac{1}{4}$  mile, both sounds heard; round to leeward arc, disc better than Scottish cylinder siren. In the afternoon some further trials of Scottish signal v. St. Catherine's signal as respects covering the arc were made. No silent area experienced this day.

22nd and 23rd May. "Irene" at Southampton, coaling.

On Friday, 24th May, the first trial of Lord Rayleigh's trumpet was made with a 5-inch cylinder siren sounding a low note, against St. Catherine's signal. The sound from the Rayleigh trumpet was astonishingly loud in every direction compared with that from St. Catherine's trumpets, but it was afterwards ascertained that the St. Catherine's sirens had been blanked off to equalise the power expended. The Committee subsequently arranged to repeat the trial, with St. Catherine's sirens working under service conditions. In the afternoon, St. Catherine's signal against the 7-inch disc with mushroom head was tried with results favourable to St. Catherine's, but on the Committee subsequently visiting the station, it appeared that the number of vibrations of the 7-inch disc had been reduced to 93 instead of 98 as before. The Committee were informed that the operator in charge of Barker's reed-horn had gone from St. Catherine's leaving no word where he was to be found, although Mr. Millett was supposed to be representing the firm. A meeting of the Committee was hereupon held, and it was agreed in consideration of the poor effects so far obtained from the Barker horn, and the fact that the operating mechanic who had fitted it for the patentee had left St. Catherine's with apparently no intention of returning, that a letter be written to the Advisory Committee of Shipowners drawing attention to these facts. (For correspondence on this subject see Appendix VII.)

On Saturday, the 25th May, the trials of Friday with the Rayleigh trumpet with screen v. St. Catherine's signal were repeated, the latter worked under service conditions. The results, though still favourable to the Rayleigh trumpet, were not so greatly superior as in the previous trial. Some brief trials were also made with the new and the old manual reed-horns, the new one being clearly a great improvement on the old pattern. Mr. Scott, the Engineer to the Irish Lights Commissioners, and Mr. Matthews, were taken on board at the Cove.

On Monday, 27th May, Captain Frederick, representing the Board of Trade, joined the Observing Committee. Further trials of the Rayleigh trumpet (without screen) v. St. Catherine's (low note only) and the 7-inch disc in the mushroom trumpet v. St. Catherine's were carried out in the morning. The results are shown in the record of trials, and are partially favourable to the Rayleigh trumpet in the first comparison, and wholly favourable to the 7-inch disc in the mushroom trumpet in the second comparison. In the afternoon some of the Committee with Lord Rayleigh went ashore, while the other

members of the Committee made some observations on notes of different pitch, but the differences of pitch were not sufficiently definite to be effectively compared.

On Tuesday, the 28th May, the morning was devoted to a trial of the Rayleigh small trumpet with its major axis horizontal, and the result showed that there was no advantage in placing the elliptical mouth in a horizontal position. A comparison was made of the Trinity service reed-horn with a higher pressure, and the new manual horn. In the afternoon some members of the Committee visited St. Catherine's, while others made observations on the performance of the large Rayleigh trumpet with major axis perpendicular. On shore the echoes from seaward were very remarkable, some lasting as long as 20 and even 30 seconds, the effect being as though a number of new sounds were created which rapidly spread themselves over the horizon, retreating into the far distance, the sea being at the time quite smooth, the air visually quite clear, the sun bright.

On 29th May, with the same observers as on the previous day, the St. Catherine's and the Scottish service signals were compared on the 2-mile arc. The Barker reed-horn was interposed, giving a very feeble sound in part of the arc and being inaudible at the western end. In the afternoon the Scottish siren and the 7-inch disc with trumpet and bent head, with Stentor reed-horn interposed, were compared, the results of which are shown in the record.

On 30th May the weather was rather different from what had been previously experienced; wind S. by E., stronger. The 7-inch disc with trumpet with bent head v. the St. Catherine's sirens, and afterwards against the Scottish siren, with Barker and Taylor reed-horns interposed for the first comparisons, and Stentor and Cran whistle for the second, were under trial on the 2 miles arc. No sounds heard with station bearing from N. ½ W. to E. On the 1-mile arc the sirens were plainly heard all round; reed-horns very thin and poor, mostly unheard.

On 31st May, weather unsettled; sea rough. St. Catherine's service signal against 7-inch disc with mushroom-head trumpet; observations round 2 miles arc, then on 1 mile arc, then in eastern axial line for  $5\frac{1}{4}$  miles. In the afternoon further trials made with large Rayleigh trumpet and 5-inch cylinder siren v. St. Catherine's.

Saturday, 1st June. Again tested Rayleigh large trumpet with 7-inch disc siren against Scottish siren in various points of arc. At 2 miles to windward sounds very uncertain. The effect of wind was marked, but the high note of Scottish siren seemed to be more effective against the wind. On this date all the Committee left for London.

On Friday, 7th June, trials were resumed. The day's trials were devoted to comparisons with the 7-inch disc siren in the Scottish trumpet and the Scottish 7-inch cylinder siren in the trumpet with bent head. In neither case did the change seem to be of advantage. The Barker, Taylor, and Trinity service reed-horns were again tried against St. Catherine's and against each other, with results similar to those obtained on previous trials.

Saturday, 8th June, was devoted to comparing the large and small Rayleigh trumpets without screens.

On Monday, 10th June, trials were made with large Rayleigh trumpet sounded with 7-inch disc siren, and the Scottish service signal. Observations round the arc favoured the Scottish signal, and powerful echoes from windward were heard on board the "Irene." An experiment was also made of the effect of two sounds together as compared with a single sound, i.e., a blast from one trumpet of St. Catherine's every minute, and a blast from Caskets trumpet every two minutes, thus every alternate blast the two trumpets sounded simultaneously, but the advantage, if any, of the double sound was too slight to be of any

value. The interference of the sounds produced beats which at times were very distinctive. The Committee landed in the afternoon and made some observations on shore on the sounds issuing from one of the St. Catherine's trumpets, and from the trumpet on the French pattern, the results being favourable to the latter. Finally, the four reed-horns were again compared with each other, and the improved Trinity service horn came out better than all; Barker better than Stentor; and Taylor very poor.

On Tuesday, the 11th June, strong wind, sea rough and noisy. The Rayleigh large trumpet 7-inch disc siren tried against Scottish siren, each with wooden screen. High note of Scottish siren most effective. The screen from the Rayleigh trumpet was afterwards removed, and the comparison repeated, when the Rayleigh trumpet seemed to have lost in effectiveness. This, however, may have been due to the stronger wind and more disturbed sea. The effect of a slight difference in the relative speeding of the two St. Catherine's sirens were tried; the beats were very pronounced, and afforded a definite distinctiveness which might perhaps be usefully developed. The arrangement was obviously not perfect.

On Wednesday, 12th June, the wind still strong from the West, sea rough and noisy. The St. Catherine's low note was better on the 1 mile arc than the 7-inch disc with mushroom head. A further trial of the trumpet of French pattern against one of the St. Catherine's trumpets, each being sounded with a 5-inch cylinder siren, resulted in the French pattern trumpet proving superior.

Another trial of all the reed-horns resulted in the Stentor proving superior to all the others, followed by the Trinity service horn and Barker, Taylor being last. Scottish service siren interposed overpowered all.

A trial of St. Catherine's low note from one trumpet v. Rayleigh large trumpet with 5-inch cylinder siren; the latter good all round the 1 mile arc, and in axis enormously powerful; superior to St. Catherine's all the time.

On Thursday, the 13th June, a final trial of all the reed-horns was made to 2½ miles on medial line, and two miles in the Eastern and Western parts of the arc. On the medial line the Stentor maintained its leading position, and to leeward the Trinity service horn is recorded as the best.

This concluded the experiments which it had been agreed to make, and it having been notified that no member of the Advisory Committee was likely to come down, the Committee left for London, the "Irene" being ordered to return to Blackwall as soon as possible.

#### RECORD OF EXPERIMENTS AND RESULTS OF OBSERVATIONS.

The following record is intended to show the different comparisons actually made, and the results of the observations on them. The complete details as regards weather, movements of "Irene," percentage of values, &c., may be seen in the tabular statement in Appendix I.:

The percentages given in the text are obtained from averages of the Percentages of relative arbitrary figures assigned by the observers as the value of the sounds heard by them in relation to the figure 10, used as a standard of comparison, and do not represent absolute measurements. No less than 4,600 observations have been dealt with.

It will be observed that in comparative trials on different days the Different records in regard to the same instrument at times vary considerably. Such different apparent discrepancies are due entirely to variations in atmospheric conditions. days.

It may here be stated that the height of the axes of St. Catherine's Altitude of trumpets is 97 feet above H.W.S.T., and that of the lowest experimental instrume instrument 70 feet above the same level. In the space of 27 feet between the two heights above named all the experimental instruments were arranged in such a manner as not to interfere with one another. The general arrangements are shown in Appendix IV., the drawings being copies of photographs taken on the spot.

## St. Catherine's Signal—Preliminary Observations.

It being intended to make use as much as possible of the St. Catherine's service signal as a standard of comparison during the experiments, the Committee devoted the first two or three days to trials of this signal in order to assure themselves that it was in good working order and in all respects suitable to act as the representative siren of the Trinity House service.

The full details of the apparatus are given in the Engineer's statement, Appendices II. and III. but for general purposes it may be explained that the signal consists of an arrangement of two 5-inch cylinder sirens, each having its own vertical trumpet with mouth bent over, the two trumpets being so fixed that their axes enclose an angle of 120° between them. The object of this arrangement is to distribute the sound over an area of about 220° of are round St. Catherine's Point. The sirens are operated by air issuing at 25 lbs. pressure from reservoirs into which air had been compressed by steam power.

Distribution of sound over the arc intended to be guarded.—The Committee made a careful examination of the arc from the eastern to the western limits, with the result that on the western verge of the 220° arc they found the sound to be less effective than in other parts of the arc, caused apparently by the interference of the land to the westward of the lighthouse. This matter the Committee are of opinion requires the further consideration of the Board with a view to the strengthening of the sound over the area indicated.

Pressure.—Some trials were made on the 10th May as to whether the working pressure of 25 lbs. on the square inch was the most effective for sounding the sirens. A comparison was made of 25 as against 35 lbs., and the results of 150 observations, made at distances between 1 and 5 miles along a line midway between the axial lines of the trumpets (the medial line), gave 10 per cent. in favour of the higher pressure, but in the opinion of some of the observers the

actual difference was insignificant. A further comparison of 25 as against 60 lbs. was observed on the medial line from 1 to 6 miles (72 observations), and showed that under the then prevailing conditions there was no practical difference between the effects of the two pressures.

_		Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
		lbs.	cubic feet.	
St. Catherine's	-High note	25	32	134
<b>&gt;</b> 7	Low note	25	16	67
77	High note	35	38	159
"	Low note	35	19	79
Experimental	— High note	60	14	103

Pitch of Notes.—On the 8th and 9th May some observations were made on the relative merits of the high and low notes used in St. Catherine's signal. Along the medial line from 1 to 5 miles, 208 observations on 8th, and 131 observations on the 9th May, gave the low note an advantage of 24 per cent. and 33 per cent. respectively over the high note, although the latter, on account of the larger area of its ports, uses twice as much air. On traversing an arc of 2 miles distance round the point on the 8th, 85 observations gave the low note a superiority of 17 per cent., and 87 observations taken at various points and distances gave the low note an advantage of 21 per cent. Thus all round the arc and at the distance the low note was much superior, but it must be borne in mind that on both days the wind was light from the Eastward, that the sea was smooth, and that the atmosphere appeared to be favourable for the passage of low pitched sounds.

On the 15th May some further trials were made in regard to the notes sounded by the St. Catherine's signal at a distance of  $3\frac{1}{2}$  miles on the medial line, with a light wind from the East, sea smooth. On this occasion the high and low notes were both lowered several times, and ultimately the notes produced by 295 and 182 vibrations respectively, and corresponding to the musical notes of the lower D in the treble clef and the upper F sharp in the bass clef, were considered to be the most effective, and were used in all subsequent comparisons in which St. Catherine's signal was sounded, and have been retained as the permanent pitch of the notes to be sounded at this station.

The following result of these trials as specially affecting St. Catherine's may be stated:—

- 1. That the existing arrangement of two trumpets distributes the sound fairly over the arc required.
- 2. That the pressure of 25 lbs. of air for operating the sirens appears to be satisfactory.
- 3. That the pitch of both notes could with advantage be lowered. This change was then and there effected and now remains.

See Appendix V.

In the comparisons and observations now to be recorded, it will be convenient to adopt the following classification:—

A.—SIRENS v. SIRENS.

B.—SIRENS v. REED-HORNS.

C.—REEDHORNS v. REEDHORNS.

D.—SIREN TRUMPETS.

E.—REED TRUMPETS.

The instruments submitted to comparative trial against each other are described in detail, with diagrams, in Appendices II., III. and IV.

### A.—SIRENS v. SIRENS.

A 1.—St. Catherine's, with two 5-inch cylinder sirens and two trumpets, v. The Scottish instrument intended to guard an arc of 190° at Girdleness, consisting of one 7-inch cylindrical siren, motor-driven, in a horizontal trumpet slightly depressed, sounded so as to strike the sea level at a distance of 4 miles, and capable of further depression.

		Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
		lbs.	cubic feet.	
St. Catherine's	High note	25	32	134
(two trumpets)	Low note	25	16	67
Scottish	High note	30	130	616
(one trumpet)	Low note	30	26	124

In this comparison the chief point for decision was the relative efficiency with which each system distributes sound over the arc required to be guarded, the Scottish trumpet being pointed in accordance with the Scottish service conditions,\* while the two trumpets of St. Catherine's were fixed in their usual service positions, pointing respectively S.E. by E. ½ E. and W. by S.

In the first trial observations were made on the medial line up to a distance of  $7\frac{1}{2}$  miles, the wind on this line being rather favourable than otherwise to the passage of the sound, and 82 observations gave a mean of 203% in favour of the Scottish siren, which was pointed E. by N., but it is also recorded that the St. Catherine's sounds were throughout effective and useful though less powerful than those of the Scottish siren. This position was the least favourable for the St. Catherine's trumpets. In the axial line of the western trumpet from 3 to 6 miles, 47 observations gave 34% in favour of St. Catherine's, thus the Scottish advantage was not maintained. On another day with somewhat similar weather (29th May) the whole are at 2 miles distance was traversed by the "Irene," with the result that the St. Catherine's was recorded as superior to Scottish in the inshore parts of the arc, but the Scottish was more powerful in the central part of the arc, as might be expected, seeing that the Scottish trumpet was pointed in that direction, but the St. Catherine's sound was all the time plainly heard.

The results recorded show that in the eastern part of the arc, St. Catherine's was 18% superior to Scottish; in central part of arc, Scottish was  $9\frac{1}{2}\%$  superior

NOTE.—The practice in the Scottish service is to point the trumpet seaward as nearly to windward as is consistent with its not being pointed nearer than 30° from the shore line.

to St. Catherine's; and in western part of arc, St. Catherine's was 6% superior to Scottish.

The general result seems to show that the two 5-inch sirens with trumpets whose axial lines enclosed an angle of 120°, were better for guarding the entire arc of 220° than one large trumpet (pointed in accordance with the Scottish service conditions) with one 7-inch siren, especially as the former could be worked more economically than the latter, as may be seen from the tabular statement above.

A 2.-5-inch Cylinder Siren v. 5-inch Disc Siren.

	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	cubic feet.	
5-inch cylinder	25	16	67
5-inch disc	25	16	67

Mr. Matthews, the Corporation's engineer-in-chief, having been for some time experimenting on an improved form of disc siren driven by a separate motor, it was arranged that one of the ordinary 5-inch cylinder sirens should be sounded in one of the St. Catherine's trumpets, and in the other, one of the disc sirens of similar diameter should be fitted for sounding in comparison.

On the 11th May the trial was made. Wind calm, sea smooth, weather fine. The Committee went along the medial line to a distance of 5 miles, and as a result of 87 observations recorded the performance of the disc siren as 19% better than that of the cylinder, the blast being full and well sustained. Proceeding out to 10 miles, as the distance increased the two sirens came nearer to an equality, the recorded difference in favour of the disc for the final observations being only 4%.

On the whole the trial was favourable to the disc siren, and the Committeearranged that the disc principle should be more completely tested during the experiments.

A 3.—St. Catherine's Sirens v. 7-inch Disc Siren.

	- i	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
<del></del>		lbs.	cubic feet.	
	( High note	25	32	124
St. Catherine's	Low note	25	16	67
7-inch disc—Lo	w note	25	36	153

The Engineer-in-chief submitted for trial a disc siren, driven by separatemotor, of 7 inches diameter, from which he anticipated some good effects, and which, if the trials proved satisfactory, he considered might be used for the improved Caskets fog signal.

Following, therefore, on the trial of the 5-inch disc siren v, the 5-inch cylinder siren, a comparison was made between the two sirens of St. Catherine's and the one 7-inch disc siren in the Caskets vertical trumpet with a bent head.

The first comparison was made on the 13th May, the St. Catherine's siren sounding its low note only. Observations were made on the medial line up to a distance of 9 miles, and the observers were much impressed with the great power of the low note given by the 7-inch disc siren, 109 recorded observations showing an average of 194% in its favour as compared with St. Catherine's. In order to obtain the maximum effect from the St. Catherine's trumpets they were turned in as much as was possible so that the angle enclosed was only 37° instead of 120°. The "Irene" continued running out on the medial line, and at 10 miles St. Catherine's sound was lost, but the 7-inch disc siren was heard plainly up to the distance of 201 miles. Wind E.S.E. 3. The low note of the disc siren was produced by 93 vibrations per second, while the St. Catherine's low note was produced by 182 vibrations.

On the 15th May this test was repeated with similar weather, and up to a distance of 8 miles on the medial line, which is in the axis of the trumpet of the 7-inch disc, the disc siren is recorded in 31 observations as 230% better than St. Catherine's.

On 30th May the comparison was again made, the wind S. 3, sea noisy, occasional rain. The tests on this occasion were round an arc of 2 miles from E.S.E. to N.W. by W. In the first part of the arc the St. Catherine's low note in 15 observations was 4% better than the disc and the high note about equal to it. In the section of the arc (S.S.E. to W.) more directly to windward of the station the sounds were all lost, but in the section from W. to N.W. by W. the sounds were again heard and 16 observations made the disc siren 10% better than the St. Catherine's low and 14% better than St. Catherine's high note.

A repetition of this comparison on the same day showed that in the section of 2 miles arc from E. by S. to S.E. by E., the disc siren was 16% better than the St. Catherine's high and low notes; that all sounds were lost in the windward section at 2 miles, and that on a 1 mile arc from S.E. by E. to N.W. by W., the disc siren in 24 observations was 6% superior to the high, and 13% to the low note of St. Catherine's.

On the whole it appears from these experiments that the 7-inch disc siren with 98 vibrations per second—a very low note corresponding to the lower G in Appendix the bass clef, arrived at in the course of experimental trials—was superior V. to the St. Catherine's signal in respect of distance of carrying the sound; and round the 2 miles are proved more effective than St. Catherine's signal.

A 4.—St. Catherine's Sirens v. 7-inch Disc Siren in the Caskets trumpet, mushroom top.

	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
High note	25	32	134
St. Catherine's Low note	25	16	67
7-inch disc—Low note	25	36	153

On 24th May, with the wind E. by S., force 6, sea rough and noisy, 11 observations made at distances of 1 to 2 miles on the axial line of the eastern trumpet of St. Catherine's gave the St. Catherine's signal a superiority of 22% over the disc siren with mushroom head. This is what might have been expected. Round a 2 miles are from the E. axial line to the westward of the W. axial line, 64 observations gave St. Catherine's a superiority of 3%. It appeared to be probable that the wind operated more strongly against the diffused sound issuing from the mushroom head than against the more condensed beam from the St. Catherine's trumpets, but it was also stated that the disc siren was not doing its best, and that some difficulty was experienced in getting its proper note.

On 27th May, with light westerly airs, smooth sea, very fine and clear atmosphere, 75 observations made along a portion of the 2 miles arc from E. by S. to W. by S. gave 13% in favour of the 7-inch disc with mushroom head, while in the other part of the arc (windward) 34 observations gave an advantage of 5% to St. Catherine's low note.

On 31st May, wind S.W. by S., 4 to 5, sea choppy, 25 observations in leeward portion of 2 miles are gave the disc with mushroom 3% superiority over St. Catherine's low note. In the direct windward part of are all sounds were lost at the 2 miles, but on coming in to the 1 mile distance and continuing the arc round to the bearing of W. by N., 12 observations showed a practical equality of the sounds. The high note of St. Catherine's was very effective, due, it is supposed, to the change in the weather and the proximity of the signal.

On 12th June, wind W., 5 to 7, squally, sea rough and noisy, on the 1 mile arc between E.S.E. and S. (leeward), 26 observations gave 3%, and in the windward arc 41 observations gave 25%, in favour of St. Catherine's.

The result of these several trials seems to indicate that in fair, calm weather the deep note of the disc siren through the mushroom is decidedly more effective than the sound from the two St. Catherine's trumpets, but that the least opposing wind or the interference of other noises operate more injuriously upon the low note of the disc siren issuing through the mushroom head than upon the more condensed sound from St. Catherine's trumpets. But the fact that all through the trials the 7-inch disc with mushroom was plainly heard at the same time as St. Catherine's, only as less powerful when the observation was taken in or near the axial line of the E. or W. trumpet, seems to shew that the 7 inch disc siren with mushroom head is not much inferior to the St. Catherine's cylinder sirens with two trumpets.

A 5.—Scottish Siren 7-inch cylinder (low note only) v. 7-inch Disc Siren Caskets trumpet, with bent head.

	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
Scottish—Low note	30	26	124
7-inch disc—Low note	25	36	153

In this comparison on the 17th May the wind was E.S.E., force 3, and the sea smooth. On the medial line between 2 and 8 miles, 35 observations gave the Scottish siren an advantage of 24%.

On the next day (19th May), wind E. by N., smooth and fine weather, on the medial line from 1 to 12 miles, 82 observations made the disc siren 33% better than the Scottish siren.

On the 20th May, wind E. 1, sea smooth, 103 observations on the medial line, between 1 and 14 miles distance, gave an advantage of 25% to the disc.

On the 29th May, wind calm, sea smooth, 30 observations on medial line (2 to  $5\frac{1}{2}$  miles distance), gave 6% superiority to the disc siren; continuing the same course to  $8\frac{1}{2}$  miles, 27 observations gave 18% in favour of the disc siren.

In these trials the 7-inch disc siren associated with the vertical trumpet with bent head has proved itself superior to the Scottish siren on three occasions in similar weather, by 33, 25, and 18%. On the 17th May the wind was rather more powerful in opposition to the direction from which the sounds proceeded, but although, on that occasion, the disc siren is recorded as 24% less powerful than the Scottish instrument, its sound as a useful signal was carried as far as was that of the Scottish siren.

A 6.—Scottish Siren (low note only) v. 7-inch Disc, Caskets trumpet, mushroom top.

	· · · · · · · · · · · · · · · · · · ·	<u> </u>	
	Pressure on square inch.		
	lbs.	Cubic feet.	
Scottish—Low note	30	26	124
7-inch disc	25	36	153

Having compared the Scottish siren with the 7-inch disc in the Caskets trumpet with bent head, it was thought desirable to again compare the former pointed in accordance with the Scottish service conditions, with the 7-inch disc siren sounded through the Caskets trumpet with a mushroom head.

On 21st May, wind E. 3 to 4, sea ruffled and with some swell causing "Irene" to roll. On the medial line, from 1 to 5 miles, 40 observations gave the disc siren a superiority of 12%. Steaming at 5 miles' distance, more into windward part of arc, all sounds were lost when lighthouse bore N.N.W. Ran in towards lighthouse to 4, 3, 2, and 1.2 miles, lighthouse bearing N.W. \(\frac{3}{4}\) W., but nothing was heard. Steaming back on the same radial line, nothing definite was heard until the lighthouse again bore N.N.W., when two sounds, fair, and of equal value were heard. Both sounds were lost in the windward part of arc at all distances over 1.25 mile. Steaming across to western part of arc, 25 observations gave the disc with mushroom head 12%, and 47 observations 40% over the Scottish siren.

This experiment and the trials recorded under A 5, certainly tend to the conclusion that the 7-inch disc siren is a more effective instrument than the 7-inch cylindrical siren. It is important to note that on this occasion an opposing wind, force 3 to 4, rendered all sounds inaudible beyond 1½ mile. It is not easy to value the effect of the mushroom head, but its capacity for distributing sound round a large arc, when the wind is not a powerful factor against it, is unquestionable.

A 7.—Scottish 7-inch cylinder in Caskets trumpet with bent head v. 7-inch Disc Siren in Scottish trumpet.

		Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
		lbs.	Cubic feet.	
Scottish cylin-	( High	30	130	616
Scottish cylin- der siren.	Low	30	26	124
7-inch disc		25	36	153

Seeing that the comparisons with the 7-inch cylinder and the 7-inch disc sirens had been made in the trumpets in which it was intended each should be permanently fitted, it was arranged that each siren should be sounded in the trumpet of its competitor, and then compared, i.e., the cylinder siren should be fitted in the Caskets trumpet with the bent head, and the 7-inch disc siren fitted in the trumpet of the Scottish siren—the St. Catherine's low note being used as a standard.

7th June, wind E. 3, sea smooth. On an arc of 1 mile distant, St. Catherine's lighthouse bearing from W.N.W. to N., 18 observations gave the cylinder siren 16% advantage over the disc, and 20 observations in the westward part of the arc 10%; but it was the opinion of the observers that the disc siren was working irregularly, and had not got its right note. Afterwards, in the medial line from 2 to 7 miles, 64 observations—when the disc was working more steadily, with a better note—gave the disc 37% advantage.

The observations on this comparison are not of any special value, beyond indicating that the respective sirens seem to yield the best results when sounded in the trumpets designed for them. The question as to the adaptation of the note of the siren to the fundamental note of the trumpet employed will be referred to further on.

## B.—REED-HORNS v. SIRENS.

The reed-horns set up at St. Catherine's for trial and always pointed on the medial line were:-

The Stentor, supplied by Pintsch's Lighting Company.

The Barker, manufactured by Fawcett, Preston & Co., of Liverpool, the makers of the instruments in operation at Belfast, and intended to represent those instruments.

The Taylor, made and submitted by Mr. John Taylor of Liverpool. The Trinity House Service.

The Trinity House Manual as used in the Service.

(For detailed description and diagrams, see Appendices II., III. and IV.)

B 1.—Stentor Reed-horn v. St. Catherine's, Scottish, and 7-inch Disc Sirens, all low notes.

	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
!	lbs.	Cnbic feet.	
Stentor	120	2	21
St. Catherine's—Low note	25	16	67
Scottish—Low note	30	26	124
7-inch disc—Low note	25	36	153

On the 17th May, on the medial line from 1 to 3 miles, 37 observations gave St. Catherine's a superiority of 83% over Stentor, and continuing the distance to 10 miles, the superiority was recorded as 373%.

On the 30th May, in the leeward portion of the 2 miles arc, 15 observations gave St. Catherine's an advantage of 141%. In the windward part of arc, sounds all lost. Steamed in to 1 mile distance and made complete circuit, when 24 observations gave 404% in favour of St. Catherine's.

On the 20th May Stentor, with a lowered note, was interposed in a trial of the Scottish siren and the 7-inch disc siren. To a distance on the medial line of 13.5 miles, both sirens were carried as good sounds, but Stentor is recorded as feeble and only heard occasionally after 2.5 miles.

On the 29th May Stentor was again interposed with a comparison between the Scottish siren and the 7-inch disc. With "Irene" steaming out, Stentor not heard after 2 miles; other sounds carried to 8 miles.

The above records show that as compared with the service sirens the Stentor reed-horn does not approach them in practical efficiency.

B 2.—Barker Reed-horn, St. Catherine's, Scottish, 5-inch Disc, and 7-inch Disc Sirens.

		Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
		lbs.	Cubic feet.	
Barker reed-hor	Barker reed-horn		12	67
a. a.i. i	High note	25	32	134
St. Catherine's	Low note	25	16	67
	( High note	30	130	616
Scottish	High note Low note	30	26	124
5-inch cylinder with Rayleigh		25	16	67
trumpet. 7-inch disc sires trumpet with		25	36	153

On 17th May observations were made on a comparison of the Barker and Stentor horns with the St. Catherine's low note. Wind E.S.E. 3, sea smooth. On the medial line between 1 and 3 miles, 37 observations gave St. Catherine's a superiority of 206% over Barker. Continuing on the same line to a distance of 10 miles, 70 observations showed St. Catherine's effective throughout, while the Barker was seldom heard. The observations gave St. Catherine's a superiority of 1150% over Barker when both were heard.

On 25th May, in the trial between St. Catherine's signal and the Rayleigh trumpet with a 5-inch cylinder siren, the Barker reed-horn was included, the result being that 89 observations showed a percentage of 340 in favour of St. Catherine's, and 395% in favour of the Rayleigh trumpet and siren as against the Barker. Between 2 and 4 miles on axial line of western trumpet of St. Catherine's, Barker was not heard at all, while St. Catherine's and Rayleigh were giving good and effective sounds. On the medial line (wind partly in favour of sound), from 3 to 5.4 miles, 55 observations gave 1390% in favour of the two sirens.

On 29th May, wind calm, sea smooth, all round the 2 mile arc from east to west, 85 observations gave St. Catherine's service signal a superiority of 264%, while in the same experiment the Scottish service siren is recorded as 250% superior to Barker.

On 30th May, wind S., sea noisy, occasional rain, 15 observations on the 2 mile arc, leeward section, gave St. Catherine's service signal 545% advantage

over Barker; in the windward section all sounds lost, but in western part of arc 16 observations gave St. Catherine's 2570% advantage.

On 7th June 61 observations were made round a 1 mile arc from east to west, and the record shows 130% in favour of St. Catherine's low note compared with Barker. On the medial line from 1 to 4 miles, St. Catherine's is recorded as superior to Barker by 71%.

From these experiments, it is quite clear that the Barker fog signal, however well adapted it may be for such a land-locked position as Belfast Lough, is far inferior to the sirens now in use on the coast.

				Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
			·	lbs.	Cubic feet.	
Taylor	•••	•••	•••	40	5	28
	(	High no	te	25	32	134

B 3.—Taylor Reed-horn v. St. Catherine's and 7-inch Disc Sirens.

On 30th May the Taylor reed-horn was compared with the St. Catherine's service signal and the 7-inch disc siren, over the 2 mile arc. It was not heard the greater part of the time, and the records show that when heard the sirens were greatly superior.

25

67

St. Catherine's

7-inch disc siren-Low note

On 7th June Taylor reed-horn (with others) was compared with St. Catherine's low note round the 1 mile arc, and 61 observations gave St. Catherine's an advantage of 177%. On the medial line, distance 1 to 4 miles, 63 observations show 175% in favour of St. Catherine's.

As compared with the service sirens, the observations show clearly that the Taylor reed-horn is also inferior for the production of effective coast sound signals.

	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.	
	lbs.	Cubic feet.		
Trinity House Service	15	•67	2	
St. Catherine's—Low note	25	16	67	

B 4.—Trinity House Service Reed-horn v. St. Catherine's Siren.

This is a reproduction of the instrument used on board the Cork light-vessel and some other stations.

On 7th June this reed-horn was (with others) tried in comparison with the St. Catherine's low note; first, round the 1 mile arc, and 61 observations gave 158% in favour of St. Catherine's; then along the medial line from 1 to 42. miles, and here 63 observations gave St. Catherine's an advantage of 175%.

## B 5.—Trinity House Manual Reed-horn v. St. Catherine's Siren.

The only occasion on which this small instrument was sounded in comparison with St. Catherine's siren was on 7th June, when, considering its small size and pressure and its limited requirement, its performance was satisfactory.

## Cran Whistle.

This instrument cannot be classed with the reed-horns, being of different construction, but it was tried on several occasions for purposes of comparison. Its sound is initially weak, but it is capable of giving a blast which runs up the sound scale from a low pitched note to a very high and shrill sound. The effect of this high pitched sound was remarkable when the air and the sea surface were in a disturbed condition. It seemed, under such conditions, to be able to pierce through the opposing influences better than the lower pitched sounds of other instruments, but it was necessary to stop the ship and listen carefully for it. On the other hand, in still calm weather, its range was inferior to that of all the other instruments.

## C.—REED-HORNS v. REED-HORNS.

#### C 1.—Stentor v. Barker.

			Pressure on square inch.	Air used per second at atmospheric pressure.	for continuous
			lbs.	Cubic feet.	
Stentor	•••		120	2	21
Barker	•••	•••	40	12	67

Two hundred and eighty-seven observations on the medial line at various distances gave a mean average of 27% in favour of Stentor. On the 1 mile arc, 36 observations gave 600%, 11 observations in windward part of arc gave 93%, and 7 observations in leeward part of arc gave 9% in favour of Stentor.

C 2.—Stentor v. Taylor.

		Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
		lbs.	Cubic feet.	
Stentor	•••	<b>12</b> 0	2	21
Taylor	•••	40	5	28

Twelve observations on medial line within 2½ miles gave a mean average percentage of 86 in favour of Stentor; on the 2 miles arc 11 observations to windward gave Stentor an advantage of 93%, and to leeward 7 observations gave Stentor a superiority of 18%.

## C 3.—Stentor v. Trinity House Service.

	Pressure on equare inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
Stentor	120	2	21
Trinity House Service	15	•67	2

Seventy-one observations on the medial line within 4 miles gave Trinity House reed-horn a mean average advantage of 14%, but subsequently 97 observations on the medial line within 7 miles gave a mean average of 20% in favour of Stentor, and on another occasion, on rounding the 1 mile arc, 36 observations gave 159% in favour of Stentor. In the windward part of arc 11 observations gave 71% in favour of Stentor, while in the leeward section 7 observations gave 10% in favour of the Trinity House service instrument.

C 4.—Barker v. Taylor.

_			Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
			lbs.	Cubic feet.	
Barker		•••	40	12	67
Taylor	•••		40	5	28

A total of 146 observations made at different times on the medial line gave an average of 93% in favour of Barker, and 110 observations made on several occasions on the arc gave a mean average of 193% in favour of Barker.

C 5.—Barker v. Trinity House Service.

	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
Barker	40	12	67
Trinity Service	15	·67	2

A total of 146 observations made on three occasions on the medial line works out on the average of their recorded values to an equality. Round the arc of 1 to 2 miles, 115 observations gave the Trinity House reed-horn a mean average advantage of 46%.

These comparisons indicate the approximate relative values of the reed-horns tried, and the results will be dealt with in a later part of the report.

## D.—SIREN TRUMPETS.

The question of the best form of trumpet or sound-projector is one of considerable importance in connection with sound signal instruments and the following is a description of the trumpets associated with sirens which were used. (See also Appendices II., III. and IV.)

## St. Catherine's Trumpets.

The trumpets used for St. Catherine's signal are conical in shape, each 22 ft. in length, placed vertically, with heads bent over and copper bell mouths 6 ft. diameter.

## Caskets Trumpet.

The trumpet proposed for Caskets is conical in shape, 22 ft. 6 in. long when fitted with a mushroom head 6 ft. diameter, and placed vertically.

## Scottish Trumpet.

The trumpet for Girdleness (Scottish) is conical in shape, 15 ft. 6 in. long, 11 ft. 6 in. of which is horizontal, capable of being turned horizontally and of being dipped on to the sea. It has no bell mouth.

## French Pattern Trumpet.

This trumpet, made at the Trinity House workshops at Blackwall on the pattern of those usually employed in France, is made of brass, and is 4 ft. 6 in. in length, with 1 ft. 1½ in. diameter at the mouth. The French authorities state that they have adopted this size and material after numerous trials.

## Mushroom Head.

The mushroom top, fitted on to a vertical trumpet, is another form of sound-projector intended to distribute sound equally all round horizontally. This form is used successfully in the lightships of the Trinity House.

### Rayleigh Trumpet.

Lord Rayleigh has suggested a form of horizontal trumpet, in which the shape of the mouth is elliptical. Two experimental trumpets of this type have been made, one small of cast iron, one large of wrought iron; they are each 20 feet long, tapering from a 5 inch circle to an ellipse, the smaller one measuring 4 ft. 10 in. diameter of major axis and 1 ft. 12 in. wide; the large one 7 ft. 42 in. major axis and 3 ft. 72 in. wide.

Lord Rayleigh furnishes the following note respecting these trumpets of elliptical section:—

"If the object were to send as much sound as possible in one direction from a siren using air at high pressure it would be best attained by associating with the siren a conical horn of small angle and carrying this out to such a length that the diameter of the aperture is a considerable multiple of the wave-length of the sound.

"If, on the other hand, it be desired to distribute the sound in all directions, the diameter of the aperture must not much exceed the half-wave length; otherwise there will be serious interference between the parts of the

sound proceeding from the various parts of the aperture. For example, if the diameter have precisely the value above named, the sound emitted in a direction perpendicular to the axis of the horn is diminished, since the waves proceeding from the nearest and furthest parts of the aperture reach the observer in exactly opposite phases.

"In practice it is usually desired to distribute the sound horizontally through at least 180°. If the horn be horizontal the horizontal diameter of the aperture is then limited not to exceed the half-wave length. If the section be circular and of the above diameter, as much sound is sent to the zenith as along the horizontal arc. This sound must be regarded as wasted. The remedy is to elongate the vertical diameter of the aperture, retaining the limitation on the horizontal diameter. We are thus led to the elliptical form of section, the axis of the horn being horizontal and the major axis of the section vertical. In this way we obtain a concentration upon the horizon analogous to, but of course much less complete than, the concentration of rays by the lens used with a fixed light.

"It is important to remark that the dimensions of the aperture, determined on these principles, depends entirely upon the wave-length, *i.e.*, upon the pitch of the sound; so that it is impossible to design a horn until the pitch is chosen."

The following is a summary of trials made with the Rayleigh form of trumpet and with the mushroom head.

St. Catherine's Signal (low note only) v. Rayleigh Small Trumpet (major axis perpendicular), with 5-inch Cylinder Siren.\*

	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
St. Catherine's low note	25	16	67
Rayleigh, with 5-inch cylinder siren.	25	16	67

24th May, wind E. by S. 6, sea rough. Between 1 and 4 miles on the axial line of West St. Catherine's trumpet, 39 observations gave the Rayleigh trumpet (major axis perpendicular) an advantage of 27%. To the northward of the axial line at various positions, 25 observations showed the Rayleigh instrument 2% better than St. Catherine's low note. Round an arc of  $1\frac{1}{2}$  mile from W. to E. axial line, 26 observations gave the Rayleigh instrument a superiority of 45%, and on the medial line from  $1\frac{1}{2}$  to 4 miles, 34 observations gave 105% in its favour.

25th May, a repetition of this trial with wind E. 4, and sea smooth. In the windward part of the 2 miles arc, 31 observations gave 2% in favour of St. Catherine's. In the leeward portion, 58 observations gave 22% in favour of Rayleigh. On the western axial line, 44 observations gave 5% in favour of St. Catherine's, and steering across to, and partly along, the medial line to 5.4 miles, 55 observations gave 30% in favour of Rayleigh.

On the 27th May, with similar weather, the wooden screen was removed from the Rayleigh trumpet, and a series of comparisons made with the St. Catherine's signal. The result cannot be called decisive. Some observers thought

<sup>\*</sup> NOTE.—The mouth of the Rayleigh trumpet projected a few inches beyond a screen of wood 10 feet square, in which had been cut an elliptical opening for the mouth of the trumpet.

the removal of the screen injuriously affected the audibility of the sound, but the percentages in the leeward part of the 2 miles arc, and along the medial line, were respectively 23½ and 43 in favour of Rayleigh, while in the windward part of the arc, and in the axis of the western trumpet, St. Catherine's is recorded as 51% better.

On 28th May, wind E. 1, sea calm, the elliptical mouth was turned so that its major axis was horizontal, the screen being not fitted. Round the whole 2 miles arc, with 122 observations, the results were 237% in favour of St. Catherine's. Along the medial line, with 52 observations, to 4½ miles the result was 24% in favour of Rayleigh. From these trials it would seem that the horizontal position is not so good as the perpendicular.

The foregoing trials were with the small trumpet.

The large trumpet (major axis perpendicular), with 5-inch cylinder siren, was tried against St. Catherine's on the 28th May, 40 observations being made round the 2 miles arc, with the result that near the axes of the St. Catherine's trumpets they were better than the Rayleigh, and in or near the axis of the Rayleigh trumpet it was better than St. Catherine's.

A similar trial made on 12th June, weather squally, sea rough and noisy, 57 observations gave the Rayleigh an advantage of 15% round the 1 mile arc.

Tried against the Scottish 7-inch cylinder siren, on 31st May, with wind S.S.W. and noisy sea, the Scottish siren had a general superiority in 32 observations over the Rayleigh trumpet with 5-inch cylinder siren.

On 1st June, fitted with the 7-inch disc siren, the large trumpet was again tried against the Scottish service siren. On this occasion the results were greatly in favour of the Rayleigh trumpet in every comparison.

A repetition of this trial on 10th June gave the advantage to the Rayleigh trumpet of 11% in the leeward part of arc, and 14% in the medial line up to  $5\frac{1}{2}$  miles; but in the windward section of the arc the Scottish high note was 14% better than Rayleigh.

-		Pressure on square inch.	Air used per second at atmospheric pressure.	for continuous
		lbs.	Cubic feet.	
044-1	$\left\{ egin{array}{ll} \mathbf{High} & \end{array}  ight.$	30	130	616
Scottish { Low	30	26	124	
Rayleigh-	5-inch cy-	25	16	67
Large	- { 5-inch cy- linder. 7-inch disc	25	36	153

On the 11th June another trial was made with these instruments, but both were fitted with screens. Wind W. 5, sea rough and noisy. On this occasion the high note of the Scottish siren dominated everything, including the sound from the Rayleigh trumpet as observed round the arc (1 mile) and in the medial line. The screen was afterwards removed from the Rayleigh trumpet and the comparison again made, but still the high note of the Scottish siren maintained its superiority. This probably was due to the day being favourable for the transmission of high-pitched sounds.

A trial was made on 8th June of the relative merits of the small and large Rayleigh trumpets sounded under similar conditions, with the result that on the 1 mile and 2 mile arcs the large instrument was 9, 3, and 5% better than the small one, and along the medial line to 5 miles was 40% better.

From the foregoing trials made with the Rayleigh trumpets it would appear (1) that the larger, or wrought iron trumpet, gave the best results; (2) that the screen made little or no difference in the effectiveness of the instrument; and (3) that the trumpet with the major axis of its elliptical mouth perpendicular was more effective than when horizontal.

The results of the observations on the performance of both the Rayleigh trumpets in these experiments, compared with that of other trumpets with similar sounding instruments in them, may be said to be favourable to the elliptical form of mouth.

## The Mushroom Head.

Against St. Catherine's signal (low note) on 24th, 27th, and 31st May, and 12th June, the effect of the mushroom with the 7-inch disc siren was generally good, but in the axis of either of St. Catherine's trumpets and against the wind it was inferior.

Against the Scottish siren, on 21st May, the 7-inch disc with the mush-room head was superior, and the effectiveness with which its sound reached all parts, except the section directly to windward, seems to point to its suitability for an all round station, such as the Caskets. It has been tried with a 5-inch cylinder and a 7-inch disc siren, and good results obtained from each, but the best effect was produced with the 7-inch disc with 98 vibrations per second.

It is probable that an important point in using this form of trumpet consists in having the pitch of the sound produced attuned to the fundamental note of the trumpet so as to get its best effect, and with this object some further experiments might be usefully made in view of its installation at the Caskets.

#### E.—REED-TRUMPETS.

The trumpets used in connection with the reed instruments were of various sizes, shapes, and material, and are described in detail, with diagrams, in Appendices II., III. and IV.

#### CONCLUSIONS AND RECOMMENDATIONS.

On a review of the whole of the experiments, the Committee desire to submit the conclusions at which they have arrived, together with such recommendations as they think may be fairly based on the experiences gained by the investigation.

In these conclusions and recommendations the Committee are authorised to state that Lord Rayleigh, Scientific Adviser to the Trinity House, and Mr. T. Matthews, Engineer-in-Chief, generally concur.

It will be convenient to deal with this part of the report in the same order as that adopted for recording the observations on the experiments made, dealing in the first place with the instruments tried, and secondly with points of general application which have arisen in connection with the trials.

#### SIRENS.

### St. Catherine's Signal.

The Committee are of opinion that this signal has throughout the trials made a very satisfactory performance, and that it is generally effective for carrying out the objects for which it was established. Its sound is well distributed over the greater part of the arc intended to be guarded, and having regard to the pressure employed for sounding, and the horse power developed, it may be regarded as an economical signal from a mechanical point of view. The Committee considered that the notes originally sounded were of too high a pitch, and that with both notes lowered, the high to 295 vibrations, and the low to 182 vibrations per second, the efficiency of the signal is increased. In the extreme western part of the arc there was found to be some interference with the passage of sound caused probably by the contour of the land, or by the conflict of reflected waves with the direct sound; this point has been referred to on page 13.

### Scottish Siren (Girdleness).

This instrument has done well throughout the trials, particularly to windward, and as a sound producer may be regarded as superior to the St. Catherine's sirens, but the Committee do not consider that one such instrument is sufficient to cover a large arc of navigable water as efficiently. Its high note, 234 vibrations per second, proved to be more effective than the lower note when the atmosphere was disturbed by wind or the noise of breaking waves, but in still, calm weather, the lower note appeared to have the greater power. Its low note, 100 vibrations per second, although very powerful, was at short ranges often gruff and discordant, probably due to the vibrations produced by the rotation of the siren not being in unison with the note of the trumpet, but as the distance increased the roughness disappeared and a full deep note was heard. The effect of the siren being driven by a separate motor was noticeable in the uniformity of the sound during the blast.

It should be observed that the horse power expended is nearly double that of St. Catherine's if the low notes be compared, and more than four times if the high notes be compared.

## Trinity House Experimental Disc Sirens.

This form of siren, rotated by a separate motor, has been tried in two sizes, viz.:—5-inch and 7-inch diameter, and each has shown itself to be an exceedingly efficient instrument, more especially the 7-inch when rotated so as to yield a note of 98 vibrations per second.

The 5-inch disc compared very favourably with the St. Catherine's 5-inch cylinder sirens, and in comparison with all the forms and sizes of siren on trial, the 7-inch disc has proved itself superior in initial sound power. Its deep full note seemed at times to fill the air with sound, and it was especially effective when sounded in the vertical trumpet with bent head of latest Trinity House pattern.

Under the influence of an opposing wind or disturbed condition of the sea surface, its low note suffered more than the higher pitched notes of the St. Catherine's and Scottish sirens, but there is every reason to expect that during fog these opposing influences will have less effect and a powerful sound warning will be distributed over the arc required to be guarded.

The Committee, therefore, consider that, after further development and provided the uniformity of its rotation can be secured, the disc siren, motor-driven, should be included amongst the sound producers to be used for fog signal purposes. This type of siren in a less complete form was used in the experiments of 1873, when it was rotated by a separate motor, but was subsequently replaced by the cylinder form which at the time was considered to be a more effective mechanical arrangement and to possess the supposed further advantage of being self-driven. The arrangement has, however, the disadvantage that at the commencement of each blast, the cylinder being in a position of rest, the true pitch of the note is obtained for only a portion of the period of the duration of the blast, which defect it is hoped will be overcome by introducing a motor (as has recently been done with some Scottish sirens) by which the cylinder or disc siren will be rotated at a true speed before the commencement of a blast, a true pitch being thus secured.

Another point of importance in connection with the employment of sirens, which has been emphasized in these trials, is that the note produced by the speed of rotation of the siren should be adjusted to the note of the associated trumpet. It appears that the full deep note yielded by 98 vibrations per second of the 7-inch disc siren in the vertical trumpet with bent head was the note picked out, so to speak, by the trumpet itself as being most in accord with itself—other notes sounded in the trumpet produced blurred and confused sounds, but the note of 98 vibrations seemed in complete unison with the trumpet, and yielded a full and clear sound. It is recommended that this point should continue to receive careful consideration in the future establishment of sirens.

The siren being attuned to the special note of its trumpet, and the rotation of the siren being regulated to produce vibrations synchronous with those of the note of the trumpet, it is recommended, having regard to the importance of the notes as so determined being always kept constant, that if possible a portable instrument be made which will readily sound the exact note of each siren by which the correctness of the note of any siren signal may be at any time tested; and that each steam tender be furnished with such an instrument, to be used by the superintendent or other officers of the Corporation in testing the correctness of the note of any siren which he may pass, such note being duly registered as that which should be expected from the particular signal.

## REED-HORNS.

The trials have demonstrated, beyond a doubt, that reed-sounding instruments in their present development are unable to successfully compete with powerful siren-sounding instruments as now used, or proposed to be used, for guarding dangerous positions on the open coast. The disadvantages of the reed system are expressed by the French lighthouse authorities in the following terms, viz.:—

"The adjustment of the note and of the outflow is delicate, the reeds being very sensitive to variations of tightening up and of pressure. It is not uncommon to find the intensity of the sound diminish considerably in consequence of a slight change in the size, the nature of the metal, or the fixing of the reed. Further, the employment of each reed of a new type necessitates repeated and laborious trials, so that with this instrument it is not possible to vary at will the power and the note, nor to obtain a regular uniform working like that of the sirens."

That some of these difficulties exist was proved during the experiments in connection with the two instruments, which, at the instigation of the Advisory Committee of Shipowners, were submitted for trial by two Liverpool firms. Such difficulties, however, have not interfered with the reed fog signals

employed in the Trinity House Service, where six instruments of that type, operated by gas, oil, or caloric engines, have been in use for several years.

Barker reed-horn.—One of these reed-horns was supposed to be a duplicate of, if not an improvement upon, the horn used in Belfast Lough, made by the same makers, and according to Captain Barker's patent. In the trials at St. Catherine's it was in charge of a representative of the firm who made it, and for a time was worked by the inventor himself, but it proved to be so inferior to the sirens that all observers agreed it was quite out of competition with them. It must be stated that the instrument, as worked at St. Catherine's, involved a wasteful expenditure of energy for the small effect produced.

Taylor reed-horn.—The other Liverpool reed-horn, viz., that of Mr. J. Taylor, did not give such good results as the Barker horn.

Stentor reed-horn.—The best of the four reed instruments tried was the Stentor horn, which gave a well sustained full and clear note, but failed in loudness and penetrating power as compared with the siren. It must, however, be borne in mind that the working pressure of this instrument is 120 lbs. on the square inch as compared with 40 lbs. for the Barker and Taylor, and 15 lbs. for the Trinity House reed horns, which condition necessarily demands larger and more expensive machinery.

Trinity House service recd-horn.—The second in order of merit was the reed-horn as used in the Trinity House service on board the Cork lightship and elsewhere. At first it was operated at a pressure of 10 lbs. of air on the square inch, but subsequent experiments were made with a reed working at a pressure of 15 lbs., and with either pressure it gave a clear musical note, serviceable for positions of secondary importance. It was found to give a better effect when its pitch was slightly lowered.

The Trinity House manual service horn.—This instrument was designed some years ago to supersede the gong on board light-vessels. It is a small reed horn blown with air forced through it at a pressure of  $3\frac{1}{2}$  lbs. on the square inch by means of a hand wheel and crank or by a pedal movement. For the trial the pitch of its note was slightly lowered and its working pressure increased from  $3\frac{1}{2}$  to 5 lbs. It has been ascertained that this signal can be effectively worked by one man. In the experiments the results obtained from this small portable instrument were good considering its low power, and the Committee are satisfied that it is a great improvement on the gong which it has superseded. It was not introduced into these trials with any view of competing with other sound signals, but merely to ascertain whether by alteration of pitch or pressure it could be improved. This has been effected, and the instrument is, in the opinion of the Committee, very well adapted for the purpose it is intended to fulfil.

Notwithstanding its drawbacks, the Committee are of opinion that the reed-horn has its advantages. Properly constructed it can be made to be more economical in working, and is considerably cheaper as regards first cost than a siren. It occupies less space, and may be efficiently worked by an engine which could not adequately supply the air required for a siren. The signal can be made with greater frequency, and without the comparatively long silent intervals which generally occur in the practical working of a siren. For positions where a less powerful and less expensive signal than a siren would be of service, the reed-horn may be employed with advantage. It has for some time been in use for such positions in the Trinity House service, and, possibly, may be utilized for rock lighthouses where the machinery for a siren could not be installed; the Committee therefore consider that the reed-horn will continue to find a useful place among the fog signals of the future, and they recommend that the Engineer-in-Chief use his best efforts for the further development of this instrument.

#### TRUMPETS.

### Mushroom Head.

The value of a mushroom head to the trumpet in regard to its capacity for distributing sound over a large arc was several times tested with results favourable to this form of trumpet. The mushroom head is in successful use in the Trinity House light-vessels, where the sound is required to be heard all round, and the trials at St. Catherine's bear out the expectation that it will be a suitable form of sound-projector for such a station as the Caskets. In the windward parts of the arc and in the axial lines of the other siren trumpets it is recorded as less powerful, but its sound was always heard when the others were audible, and in the leeward parts of the arc it was more plainly heard than the others. The trials have, in the opinion of the Committee, fully justified its use on board lightships, and in places where the arc to be covered is larger than could be efficiently guarded by two trumpets.

## Rayleigh Elliptical Trumpets.

The experiments made with these trumpets were satisfactory and encouraging; the Committee were unable to complete the tests, partly in consequence of the non-uniformity of action of the sirens, and also because it is understood that Lord Rayleigh is desirous of making some modifications which may enhance their effectiveness. Having regard, therefore, to the fact that the trials with this form of trumpet cannot be regarded as complete, the Committee are not at present prepared to make any definite recommendations on this subject, but they are of opinion that further investigation should be undertaken by Lord Rayleigh and the Engineer-in-Chief, with a view to the determination of the question as to its suitability for installation at a fogsignal station.

## French Pattern Trumpet.

The trumpet used in the French lighthouse service is smaller in every way than that used with the siren fog-signals of this country, and is generally placed at the top of the lighthouse, where a large 20-feet trumpet would be too cumbrous. This small trumpet has been adopted by the French authorities after repeated trials, on the ground that "beyond a certain length of trumpet there occur effects of resistance to the transmission of the vibratory movement which tend notably to weaken the sound." The trials of a trumpet made on this pattern were favourable, and the Committee think it desirable that they should be continued.

## Depressing Trumpet.

The question of dipping the trumpet so that the prolongation of its axial line should strike the near sea instead of the horizon was considered by the Committee, and they have come to the conclusion that the angle of possible depression could only be very small in relation to the distance of the horizon, if the fog signal station were situated at a low elevation, and could have very little, if any, effect. If the station were at a considerable elevation it might possibly be desirable to project the sound downwards on to the near sea, but then the effect of reflection from the sea surface might injuriously affect the direct waves intended to be heard at greater distances, and it is doubtful whether any advantage could be gained thereby. From these considerations it was not considered desirable to inquire further into this matter.

Tyndall on Sound, 5th Edition. Soundless Zones, p. 380.

From the description given on page 25, it will be seen that great diversity of practice exists in regard to the form, size, and material of the trumpets or sound projectors. The Committee have found it difficult at times to dissociate the value of a trumpet from that of the sound producer. The experiments have afforded the opportunity of testing the question as regards the unison of the notes of the sound producer and the trumpet, and have confirmed

the view that whatever kind of trumpet is employed it is essential that its fundamental note be ascertained, and that the number of vibrations per second be adapted to that note; or, putting it the other way, that the trumpet should be so constructed that its fundamental note is in unison with a given number of vibrations per second.

Having thus dealt with the subject of the instruments tested, the Committee now desire to submit some remarks arising out of their experiences during the trials on matters relating to the propagation of sound signals through the atmosphere under various conditions of weather, and also in regard to some questions concerning the nature of the signals themselves.

#### EFFECT OF WIND.

The effect of wind in obstructing the passage of sound has been frequently experienced during these experiments. On one occasion the most powerful siren sounds, which had at other times been heard plainly at distances of 8, 12, and 20 miles across a wind of force 3, were unable to penetrate beyond 1½ mile against a wind of similar strength, while the reed sounds were stopped at half that distance. A disturbed state of the sea surface, with breaking waves, caused also by wind, interferes greatly with the hearing of sounds. This is quite in accord with previous experiences, and shews how little value can be placed on any argument based on the assumption that because a sound has on one or two occasions been heard at a long range it may always be relied on for that distance. With the wind blowing across the line of direction in which the sound is projected, there seems to be but little interference with the passage of the sound, and to leeward the sound travels readily. It is in the windward part of the arc to be guarded that the sound is generally obstructed, but it was the experience of the Committee during these trials that a high-pitched note is more successful in overcoming such opposing influences than a low-pitched note, while with the wind across or in favour of the sound the converse is the case.

#### EFFECT OF FOG.

During the whole period of the trials from May 8th to June 13th no fog was experienced, and on no occasion was it necessary to suspend the trials in order to allow the signal to be sounded for actual service. It has been demonstrated by previous experiments that a foggy condition of the atmosphere Tyndall on favours the passage of sound waves; it may, therefore, be assumed that the effects recorded would in all probability have been more favourably emphasised if fog had been experienced.

#### HIGH AND LOW NOTES.

On the general question of the relative value of high or low notes, the Committee are of opinion that it cannot be laid down definitely that one is better than another under all atmospheric conditions. The French memoir on sound signals states that with an equal expenditure of power the low note carries further, and this is borne out by the experiments. The production of a high note of a given power involves the expenditure of greater energy than for a low note of the same power, and is therefore more costly. Still, it does not follow that the additional cost is not justified, seeing that under certain circumstances the high note may be more effective than the low, or it may be desirable to use it for purposes of distinction. The records shew that on one day the St. Catherine's sounds were lost at 10 miles when the low note of the 7-inch disc was carried to beyond 20 miles, yet on another day of different weather the high note of the St. Catherine's was the best. These variable

results shew how capricious is the influence of atmospheric conditions, and how impossible it is to make complete provision for them. The Committee consider the best course to be to continue to make use of high and low pitched sounds as required, making both as powerful as possible, for they cannot on the one hand ignore the full, deep, mellow sound which seemed to fill the whole atmosphere, attracted the attention of men down in the engine room, and reached with a good volume of sound the distance of 20½ miles, and, on the other, the superior effect of the high notes of St. Catherine's and the Scottish sirens on other occasions when the weather was unfavourable to the passage of sounds of low pitch.

#### Soundless Zones or Silent Areas.

The existence of the phenomenon referred to as the silent area, and which Professor Tyndall has called the soundless zone, has been long known to those connected with the Trinity House service. Instances are recorded where inspecting Committees afloat on approaching a sound-signal station have, after carrying the sounds gradually increasing in power, suddenly and without apparent reason lost them until quite close to the station; or when lying within half a mile of a light-vessel the men on board have been seen to fire an explosive the faint smoke of which was visible, but the sound was not heard; or again, when the fog-signal has been passed within a mile unheard, but has been picked up at a much greater distance—while it has been heard over the land all the time. The phenomenon has also been observed by General Duane in America, and commented on by Professor Tyndall, who attributes the occurrence to the sound waves reflected from the surface of the sea when smooth, interfering with the direct waves proceeding from the soundproducing instrument, such interference for a certain distance causing an area of silence or greatly diminished sound. But whatever may be the actual cause, there is no doubt that the silent area was experienced many times when observations were being taken off St. Catherine's Point. At a distance of between one and three miles the sounds would sink to extreme faintness or even inaudibility, and on the vessel proceeding further out, they would be recovered and carried for a considerable distance. Returning on the same line with the sounds in full hearing, at about three miles they would suddenly fall away and become weaker as the Point was neared, swelling out again into loudness when, say, one mile distant. It is clear that when this condition of things exists, in time of fog, and the sound warning is being made, it would prove a source of serious danger. The Committee therefore recommend that steps be taken for making mariners aware of this possible atmospheric interference with the audibility of a fog signal. Captain Tizard of the Admiralty, and Captain Frederick of the Board of Trade, when on board the "Irene," witnessed the effect of this phenomenon more than once, and it is believed concur with the Committee's opinion as expressed in their recommenda-The most noticeable instances of its effect were experienced on the medial line in fine, calm weather, with smooth sea; but with any wind or disturbed sea surface it does not seem to have been so apparent. As it is quite possible that it might exist in quiet foggy weather and cause a serious interference with the utility of a fog-signal, the Committee take this opportunity of stating their opinion, which these experiments have deepened into conviction, that there is no fog-signal however powerful which, under certain conditions of wind, may be absolutely relied upon even at the distance of one mile, or which would justify the mariner in neglecting the use of the old and trustworthy guide, the lead, and they consider that this view should be widely promulgated among mariners generally.

## Sound Shadow.

In connection with the possible interference with the passage of sound waves in certain directions caused by projecting points of land or reflections from cliff faces tending to cause areas of sound shadow, the experiments have

Tyndall on Sound, 5th Edition, n. 380.

confirmed the opinion held and acted upon by the Trinity House, that in selecting a position for a fog-signal the local conditions must be carefully studied and in some cases experiments carried out to determine the most suitable position.

#### ECHOES.

In these experiments the Committee have had many experiences of remarkable echoes from seaward of the sounds produced at St. Catherine's, even when the sky was cloudless, the sea smooth, and no vessels in sight. At times such echoes from seaward were heard on board the "Irene" when two or three miles from St. Catherine's, but they were more powerful and longer in duration when heard on the cliffs adjacent to the fog signal station. Carefully timed by some of the observers on shore on one occasion, the siren echoes frequently lasted for 30 seconds, i.e., about 10 times longer than the original sound. The more tranquil the air and sea the more pronounced and lengthened the echoes appeared to be. Dr. Tyndall has fully stated his view that the cause of such echoes is the Tyndall on Sound, 5th reflection of the direct sound from invisible acoustic clouds in the atmosphere, and has suggested that the "duration of the echo is a measure of the atmospheric p. 808. depths from which it comes." At St. Catherine's the operators constantly noticed the existence of echoes from the sea, which were weak or strong, short or long, corresponding to the weakness or strength of the sounds as heard by the observers on board the "Irene." It is noteworthy that the echoes were very short, and at times not observable. when there was much disturbance in the atmosphere or of the sea surface. It is not easy to say how this phenomenon bears upon the question of practical efficiency of a sound signal, except in regard to the possibility of the reflected sound being mistaken for the direct sound, and as the echoed sound would appear to come from the opposite direction to that from which the direct sound proceeds, it might add to the difficulty of locating the position of the fog signal.\*

## DISCRIMINATION OF SOUND SIGNALS.

It is essential that coast sound signals, when not separated by very long distances, should differ from each other, so as to prevent the possibility of one signal being mistaken for another. Differences in the character of the sound produced enables this to be readily effected in a few cases, the sound of a siren being inherently different from that of an explosive or a bell; but when a number of sirens or reed-horns are in operation on the coast it is necessary to introduce variations in their sounding to ensure their being distinguished from others near to them and easily recognised by mariners.

The principal methods of distinction are: (1) Variation in the length of the blasts (long, short). (2) Variation in the number of and periods between the sounds. (3) Variation in the pitch of the sounds employed (high, low).

(1) The difficulty in the first case lies in the risk of making sounds as coast signals which may be mistaken for navigational sound signals ordained by law to be made by ships under way in certain contingencies, such for instance as "the prolonged blast" of a steamer (4 to 6 seconds) appointed by the regulations to be sounded in "fog, mist, or falling snow," at intervals not exceeding 2 minutes.

The Deputy Master gives some experiences of a recent visit to the Outer Fern Island fog signal. He says: "The day had been foggy and the fog was still threatening. The blasts from the siren were carried fairly well, but whilst standing on the rock close to the lighthouse it was impossible not to be struck with the great superiority of the echoes over the parent sound. The signal is two blasts of  $2\frac{1}{2}$  seconds each. After the direct sound of the second blast ceased an echoed continuation was heard louder and more sustained than the original, and lasting for 12 seconds at least before finally fading away after a total period of 26 seconds."

- (2) Variation in the number of and the periods between sounds is extremely limited in its application, and would not in all cases afford a sufficient number of distinctions for practical service. It is also desirable that they should not conflict with the optional navigational signals. For these reasons the group system has not been adopted where other methods were available.
- (3) The difficulties connected with the two preceding methods have caused only the variation in pitch of the sounds to be employed. This system has been largely used by the British authorities as being the most convenient and effective mode of ensuring distinctiveness as required. The French have given up the use of groups of sounds of unequal pitch "as being, for mariners, whose ears are little experienced, less easy to recognise than sounds of the same pitch, simple or grouped." The French objection does not appear to have much weight, as the high and low notes are always sounded in juxtaposition, and thus a broad and simple distinction is made which mariners should have no difficulty in recognising, although they might not be able to say which was a high and which was a low note if sounded alone. In the trials there was never any doubt on the part of the observers as to which was the high and which was the low note, and this variation seems to the Committee to furnish a good and trustworthy method of distinction which may be found necessary at times. They also think that the period of any signal should be as short as is practicable in order that it may be repeated as often as possible for the mariner's benefit.

### Pulsating or Vibratory Sounds.

A fourth method of distinction which might be utilized is that of pulsating or vibratory sounds, to be made either on the well-known scientific principle of "beats," produced by interference of two sounds, or by introducing a vibratory movement into the sounding chamber. Some preliminary experiments were made on this project with encouraging results, and further trials will be made in this direction.

#### LENGTH OF BLAST.

See letter from Northern Lights Commissioners; Appendix, No.

In connection with the general subject two questions have arisen, viz.—
(1) what is the shortest blast which is effective, and (2) what is the longest blast necessary.

As regards (1) the Committee are satisfied that  $2\frac{1}{2}$  seconds is the shortest length for a single sound which should be employed; as regards (2), the Committee think that 5 seconds would be ample, but this length of duration seems to be precluded because it might be an interference with navigational signals. In consequence of this the otherwise unnecessary length of 7 seconds has been employed in the Trinity House service.

It may be mentioned in connection with the experiments that the tendency of observers is always to tavour the sounds of longest duration, the effect remaining longer on the mind and making a deeper impression.

The results of the investigation may be summarised as follows:-

1. That where a large arc of navigable water requires to be guarded, the system of distributing sound over it by means of two trumpets suitably placed is more effective than that of using one large trumpet only.

- 2. That when the arc to be guarded is larger than can be effectively covered by two trumpets, the mushroom form of trumpet is a satisfactory instrument for the purpose.
- 3. That a siren, when rotated by a separate motor, yields better results than when self-driven.
- 4. That no advantage commensurate with the additional horse power necessary, accrues from raising the pressure above 25 lbs. on the square inch for working the siren.
- 5. That the number of sonorous vibrations per second produced by the rotation of a siren or the vibration of a reed should be in unison with the proper note of the associated trumpet.
- 6. That where two notes of different pitch are employed as a signal, the difference between them should, if possible, be an octave.
- 7. That for calm weather a low-pitched note is more suitable than a high-pitched one; but when the wind is opposed to the course of the sound waves and the sea is rough and noisy, a high-pitched note penetrates further than a low-pitched one.
- 8. That, from causes which cannot be determined at the time or predicted beforehand, areas sometimes exist in which the sounds from the signal stations may be greatly enfeebled or even lost altogether. This effect was, during the trials, more frequently observed during comparatively calm weather and at no great distance from the signal station.
- 9. In these trials the siren has proved to be the most effective sound producer for fog-signal purposes throughout the arc to be guarded and under all the conditions of wind and weather experienced. The reed horn, although much inferior in power to the siren, is suitable for guarding positions of secondary importance.
- 10. That, having regard to the uncertainty attending the hearing of the most powerful sound signal in all conditions of weather, a fog-signal must be regarded as only an auxiliary aid to navigation, which cannot at all times be relied on, and does not justify any neglect to use the lead in all conditions of doubt.
- 11. That when navigating in the vicinity of a fog-signal in thick weather, the stopping of the ship and reducing the noises of the vessel moving through the water and the local noises on board to a minimum are most essential to enable the sound of a fog-signal to be picked up.

The Committee acknowledge with sincere thanks the valuable advice and assistance given to them in the conduct of the experiments by Lord Rayleigh, who devoted considerable time and attention to the investigation and was present at many of the trials and meetings of the Committee.

The Committee here desire to mention that they highly appreciated the ability and energy of Mr. Matthews, the Corporation's Engineer-in-chief, in arranging for the effective working of all the instruments under trial, and for the various experiments being successfully carried out, and they also think much credit is due to his able assistant, Mr. Shaw, for the zeal and intelligence displayed by him whilst in charge of the experiments at St. Catherine's. They

also desire to testify to the very effective manner in which Mr. Charlton, the Engineer in charge at St. Catherine's, and the workshop assistants carried out the details of the experiments.

The Committee cannot conclude their report without acknowledging their deep obligation to Mr. E. Price Edwards, their Clerk, during these experiments. Thoroughly interested in the subject, with which he has been closely associated for a great number of years, he has been of the greatest assistance to your Committee often at a great sacrifice of personal convenience.

## (Signed)

GEORGE R. VYVYAN, Chairman.
H. STEWART.
ADOLPHUS E. BELL.
A. W. CLARKE.
H. ACTON BLAKE.
CHAS. A. KENT.

15th November, 1901.

E. PRICE EDWARDS, Clerk to Committee.

## APPENDICES.

			P	age.
I.	Tabular Statement of Observations and Relative Values of Sounds	•••	••	41.
II.	Tabular Statement giving particulars of instruments used in the e trials	xperime 	ntal 	63
III.	Diagrams of instruments used	•••	•••	67
IV.	Plates showing disposition of instruments at St. Catherine's Point	•••	•••	69
v.	Musical Scale of 3½ octaves, showing number of vibrations per each note	second 		71
VI.	Letter from Commissioners of Northern Lighthouses	•••	•••	73
/II.	Correspondence with Advisory Committee of Shipowners	•••	•••	75

•

•

.

.

. ..

...

•••

# APPENDIX I.

Tabular Statement of Observations and Relative Values of Sounds Heard.

10390

# SUMMARY OF EACH DAY'S PROCEEDINGS

Date.	Weat Wind.	her. Force.	Sea.	Barom- eter.	Ther- mometer. Dry. Wet.	Courses.  The Bearings given are from the Lighthouse.	Names of Observers.	Experiment or Comparison.
1901. May 8	W.N.W. W. by S.	2 8 to 4	Smooth Smooth	29-5	59 —	1.7 miles in axis of eastern trumpet.	Deputy Master, Capt. Bell, ,, Clarke, ,, Blake, Mr. Edwards.	High r. Low notes of St. Catherine's airen,
						2. Round are of 2 miles from E. to W. 120°.		
•						3. 4 miles in medial line.		5 in. cylinder v. 5-in. disc siren, St. Catherine's.
May 9	N.N.E.	5	Smooth	29.8	_	5 miles on medial line.     5 miles on axis of west trumpet.	Deputy Master, Capt. Bell, ,, Clarke, ,, Blake, Mr. Edwards,	High v. Low notes of St. Catherine's siren.
					·	3. Examination of area inside Western axis and in vicinity of Atherfield Point.	Lord Rayleigh.	General examination of are intended to be guarded.
<b>May</b> 10	w.	8	Smooth	30-2	<del>-</del>	1. Out and in on medial time 51 miles.	Deputy Master, Capt. Bell, "Clarke, "Blake, Mr. Edwards. Lord Rayleigh.	St. Catherine's fog signal—Pressure 25 lbs. v. 35 lbs.  Do. 25 lbs. v. 60 lbs.
May 11	w.n.w.	Calm	Smooth	30.8	_	1. Out and in on medial line 10 miles.	Deputy Master, Capt. Bell, ,, Clarke, Blake, Mr. Edwards. Lord Rayleigh.	5-in. cylinder siren v. 5-in. disc siren (St. Catherine's trumpets.)
<b>May</b> 13	E. E.S.E.	3 4	Smooth Smooth	30°5 30°5	54 — 55 —	1. Out on medial line 20 miles.	Capt. Bell, ,, Clarke, ,, Blake, Mr. Edwards. Lord Rayleigh.	St. Catherine's sirens, low note (trumpets closed in) v. 7-in. disc siren, Caskets horn, Bardsey top—very low note —(98 vibrations).
						2. Out and in on medial line 5 miles.	,	Trumpet of French pattern, 5-in. oylinder? disc v. Eastern trumpet, St. Catherine's, 5 in. cylinder.

	taken s	us 10,	the oth	ded in figur er sound or according given are	sounds to the O	st sound eing re bserver'	corde s jud	ed in figu Igment.	res hig			Percentages of relative values.
				Eastern	avial lin	, 7 mile	s.					
High	•••	•••	460	320 42	0 470	410	=	2,080	•••	•••		
Low	•••	•••	536	419 59				2,589	•••	•••	•••	24% in favour of low note,
				2 mil	les are for	120°.						
High	•••	•••	130	280	350	90	=	850	•••	•••	•••	1374 :- 4
Low	•••	•••	146	342	411	98	=	997	•••	•••	•••	17% in favour of low note.
				Medial	line, 1 to	6 miles.	,					
Cylinde	r	•••	400	) 50	00	410 =	= 1	,310	•••		•••	1000 :- 4
Disc	•••	•••	423	60	)4	441 =	= 1	<b>,46</b> 8	•••	•••	•••	12% in favour of disc.
				W. 3: .1	line 1 4:	R and 27						
High			<b>3</b> 70	Medial	line, 1 to  300			1 810				
Low Luga	•••	•••				150		1,310	•••	•••	•••	33% in favour of low note.
LLDW	•••	•••	422	534 11	7 464	205	=	1,742	•••	•••	•••	
				other parts	•							
High -	•••	•••	40	420	100			<b>87</b> 0	•••	•••	•••	21% in favour of low note.
Low	•••	•••	46	503	122	380	=	1,051	•••	•••	•••	)
<del>,</del>				Mediai	line, 1 to	5 miles.	<b></b> -					
25 lbs.	•••	***	<b>63</b> 0	170	120	430	=	1,350	•••	•••	•••	1,000 1, 0,000 1,000 1,000
35 lbs.	•••	•••	711	179	126	475	_	1,491	•••	•••	•••	10% in favour of 35 lb. pressure
25 lbs.	•••		•••	480	<b>24</b> 0	= 7	<b>2</b> 0	•••	•••	•••	•••	Practically equal in value.
00 lbs.	•••	•••	•••	477	240	= 7	17	•••	•••	•••	•••	) I ractionity equal in value.
				Media	line, 1 to	5 miles						
) <del>y</del> linde	r	•••	360	370	60	80	=	870	•••	•••		} 1996 in favour of disc siren.
Disc	•••	•••	397	7 498	61	81	=	1,037	• •	•••	•••	) 1996 in involut of disc struit.
				Medial	line, 5 to	10 miles	١.	•				
ylinde	er	•••	410	) <b>45</b> 0	€0	60	=	960	•••	•••	•••	4% in favour of disc siren.
Disc	•••	•••	400	488	88	58	=	999	•••	•••	•••	70 In anious or and sitou.
				1 to 9 m	iles on me	dial line	 :.		'			
it. Cati	herine'ı	·	•••	560	530	= 1,	090	•••	•••	•••	•••	} 194% in favour of disc siren.
<b>-in</b> . di	sc sirer	·	•••	1,782	1,421	= 3	,203	•••	•••	•••	•••	13770 m astour or the secon.
				9 to 20	miles med	lial li <b>n</b> e	•					
			at 10 m			•••	•••	* ***	•••	•••	•••	7-in, disc siren immensely superion but comparison by figures i
-ın. di	ec hear	u pla	ınıy up	to 20 miles		•••	•••	•••	•••	•••	•••	) possible.
				Medial	line, 1 to	i milas						
st. Cati	heri <b>ne'</b>		2	81	Fren	oh.	••	810	•••	•••	•••	10% in favour of French patter

Date.	Weat		Sea.	Barom- eter.	Ther- mometer. Dry. Wet.	Courses.  The Bearings given are from the Lighthouse.	Names of Observers.	Experiment or Comparison.
1901. May 15	E. by S.	5	Slight swell.	30-48	 	1. Out and in on medial line 8½ miles.	Capt. Bell, "Clarke, "Blake, Mr. Edwards. Lord Rayleigh.	St. Catherine's Low note r. 7-in. disc siren, as on 13th May, repeated.
						2. On medial line at 3½ miles.		St. Catherine's signal—High and low notes lowered four times.
fay 16	E. by N.	3 to 4	Smooth Smooth	30-35	54 — 55 —	1. Out on medial line to 7½ miles. 2. Out on western axial line 6 miles.	Deputy Master, Capt. Bell, ,, Clarke, ,, Blake, Mr. Edwards,	St. Catherine's service signal v. Scottish 7-in. cylinder siren (each H.L.).
							" D. A. Stevenson, " Matthews.	
<b>íay</b> 17	E.S.E.	8	Smooth	30-85	54 —	1. Out on medial line to 10 miles.	Deputy Master, Capt. Bell, ,, Clarke, Blake, Mr. Edwards, ,, Matthews,	Reed-horns v. St. Catherine's siren.
	S.S.E.	2	Smooth	30.85	56 —		Capt. Tizard, R.N., Mr. Stevenson, ,, Reinhold.	
						2. Across to point 10 miles in axial line of eastern trumpet.	·	Reed-horns against each other,
						3. Out and in on medial line to 8.4 miles.		7-in. disc siren, Caskets trum- pet, Bardsey top, v. Scottish siren (low note).

	other sou	nd or soun rding to th	first sound i	rded in f judgmen	igures high t.		Percentages of relative values.
St. Catherine's	2 to 31 1,02	One	medial line.	<b>ў</b>	• •••	····	230% in favour of disc siren.
1	Distan	sce 3½ miles	on medial lis	ve.	Betwee 1 & 2.	n Between	•
Low note unchanged	200 200	200 200	200 200	200 200	= 800	800	)
	2 4	2 4	2 4	2 4		004	5% in favour of note lowered between 3 and 4 times,
	183 200	188 212		190 213		836 800	
High note as lowered 4th time.  Low note lowered	200 200 2 4 197 200	200 200 2 4 189 193	2 4	200 200 2 4 181 190	0 = 800 0 = 751	775	7% in favour of high note lowered as above.
	1	to 5 miles,	mediat li <b>ne.</b>			<del>-,</del>	
St. Catherine's High Low	140 140	160 150	40 50 40 50	) = 39 ) = 39	90 } 80 }	•••	36% in favour of Scottish high note r. St. Catherine's high note.
Scottish   High	214 114	200 163	46 74 41 49	= 58 = 30	34 } ···		3% in favour of St. Catherine's low note r. Scottish low note.
:	5 :	to 7½ miles,	medial line.			,	
St. Catherine's $\left\{ egin{array}{l} High \\ Low \end{array} \right.$	220 220	<b>60</b> <b>60</b>	70 80 70 80	) = 43 ) = 43	30 }	···· ···· !	122% in favour of Scottish high note r. St. Catherine's high note.
Scottish   High Low	332 232	42ō 447	90 107 81 78	7 = 91 5 = 83	54 }		48% in favour of Scottish low note r. St. Catherine's low note.
	3 :	to 6 miles, r	vestern axis.			,	
St. Catherine's { High Low	170 170	200 200	60 40 60 40	0 = 4 $0 = 4$	70 } 470	•	
Scottish High	161 142	15 <b>3</b> 125		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	· }	•••	34% in favour of St. Catherine's siren.
	1	to 3 milas	medial line.				
'St. Catherine's (low no		50		) = 3	70		St. Catherine's 206% better than
Barker	66	11	18 20	6 = 1	21 (lost seve	eral times)	Barker. St. Catherine's 83% better than
Stentor	83	27	26 66	5 = 2	02	•••	Stentor. Stentor 67% better than Barker.
	M	edial line, 3	to 10 miles.				
St. Catherine's	. 100	60	540 = 70	0		•••	St. Catherine's 1150% better than Barker.
Barker	. 8	14	34 = 5	6 (seldo	om heard or	faint)	St. Catherine's 373% better than Stentor.
Stentor	. 20	31	97 = 14	8·		•••	Stentor 165% better than Barker.
		1½ to 7	miles.				
Trinity Service	. 420	10	100 440	0 =	970	<b></b>	Trinity Service 9% better than
Barker	382	10.6	98 398	3 =	888		Barker. Stentor 20% better than Trinity
Stentor	. 533	11.7	109 511	1 = 1	164		Service. Stentor 32% better than Barker.
	м	edial line,	2 to 8 miles,	٠			
Scottish siren	160	·		o	• •••		) and to some a second a
7-in. disc siren	. 123	15	9 = 282	2	• •••	•••	21% in favour of Scottish siren.

Date.	Weat		Sea.	Barom- eter.		er- ieter.	Courses. The Bearings	Names of Observers.	Experiment or Comparison.
	Wind.	Force.	i i	00021	Dry.	Wet.	given are from the Lighthouse.	05557 1 0755	
1901.	: I		•	<b>!</b>					
May 24 (morn- ing) (cont.)		6	Rough and noisy.	30-4	59	52-5	7. Acrosstoa point 3½ miles S.E. by E. of lighthouse and back to a point on medial line, 1½ mile from lighthouse. 8. Out along medial line to distance of 4½ miles from light-		St. Catherine's service signal r. 7-in. disc with mushroom head.
May 24 (after- noon).	Е.	4		30.04	56 <u>1</u>	51	house.  9. Out along eastern axial line 2 miles.  10. Round are on 2 miles line to point N.W. by W. of lighthouse.		
May 25 (morn- ing).	E.N.E.	2	Smooth	30-26	60	54	1. Round arc on 2 mile line from S.E. by E. to W.N.W. from lighthouse.  2. Along western axial line to dis-	Admiral Stewart, Capt. Clarke, ,. Thomson, ,, Blake, ,, Hoare, Mr. Edwards.	Rayleigh trumpet (small) with screen major axis per- pendicular, 5-in. cylinder siren v. St. Catherine's siren, low note, Barker reed-horn interposed.
				 			3. Across to point 3 miles from lighthouse on medial line.	Lord Rayleigh.	  - 
					i   		4. Along medial line to about 54 miles from lighthouse and back on same line.		
May 25 (after- noon).	E.	3	Smooth	80-26	.60	55	5. Along medial line from distance of 2½ miles to distance of ½ mile from lighthouse.		
May 27	w.s.w.	1	Smooth	30-09	60	55.5	1. Round arc on 2 miles line from E.S.E. to W.N.W. of lighthouse.	Deputy Master, Admiral Stewart, Capt. Clarke, "Blake, "Hoare, Mr. Edwards. Lord Rayleigh.	7-in. disc siren, with mush- room head, v. St. Catherine's siren, low note.
								Capt. Frederick,	
						•	2. Acrosto 2 miles on medial line.  3. Along medial line to 5½ miles from lighthouse and back to 1½ miles from lighthouse.	R.N.	Rayleigh trumpet (small) major axis perpendicular, 5-in. cylinder siren, without screen, v. St. Catherine's, low note.

T& KOT	Ċ	r lov	7er, <b>2</b> 000	and or sou ording to o on are from	the Obser	ver's jud	gmer	ıt.	•	neľ		Percentages of relative values.
			On o	ast avial i	ine, 1 to S	miles.						
St. Catherin	e's	•••	70	2	0	20 =	11	0	•••	•••	•••	St. Catherine's 29% better tha
'-in, disc sir	<b>6</b> 0	•••	55	1	4	16 =	8	5	•••	•••	•••	7-in. disc mushroom.
Roun	d are q	f 2 m	iles from	n sast avid	al line to	westward	l of u	oest a	vial l	ine.		
St. Catherin	e's	•••	340	100	100	100	=	640		•••	•••	St. Catherine's 3% better tha
7-in. disc sir	en	•••	337	98	98	92.5	=	625	5	•••	•••	7-in. disc with mushroom.
	(7-in	. disc	not wo	rking so w	rell as on	previou	B 0008	sion	ı.)			
								7	•			
			•	thouse bea	• •							St. Catherine's 2% better tha
St. Catherin Rayleigh		•••	170 163	30 ·	60 59-5	54	=	304	•••	•••	•••	Rayleigh and 270% better the Barker.
Barker								•		•••	•••	
DATAUT	•••	•••	33	9	16	26	=	84	•••	•••	•••	Rayleigh 262% better than Bark
		miles		ghthouse b				-				20, 0, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,
St. Catherin	ie's	•••	220	60	. 50	80			580	•	•••	St. Catherine's 410% better the Barker.
Rayleigh	•••	•••	304	68	55	90	186	; <b>–</b>	703	•••	•••	Rayleigh 22% better than in Catherine's and 520% better the
Barker	•••	•••	41	12	13	18	80	) ==	114	•••	•••	j Barker.
			On w	utern avid	ıl line, 2 t	o 4 miles						
St. Catherin	.e's	•••	150 .	10	30	250	=	440	•••	•••	•••	
Rayleigh	•••	•••	143	11	31	234	=	419	•••	•••	•••	St. Catherine's 5% better the Rayleigh.
Barker	•••	•••	0	0	0	0	=	0	•••	•••	•••	J .
	St.	ering	aoross i	o and alor	ng medial	line, 3 to	5.4 1	miles.				
St. Catherin	e's	•••	<b>34</b> 0	160	40	10	=	550	•••	•••	•••	St. Catherine's 1390% better th
Rayleigh	•••	•••	447	209	46	12	=	714	•••	•••	•••	Rayleigh 30% better than
Barker	•••	•••	28	8	4	2	=	37	•••	•••	•••	Catherine's and 1830% better than Barker.
	Round	12 m	iles aro-	–Lighthor	ua baarin	W. hu	N. to	E. b	, <b>N</b>			
St. Catherin		•••	280	270	100	_	=	•		•••	•••	)
7-in. disc—	mushro	om	830	<b>29</b> 5 .	109	111	_	845	•••	•••	•••	13% in favour of mushroom.
head.	3 0	: <b>7</b>	7	*-141 1	L	1 37 4	. 0 70	1 1	D 1 D			
n St. Catherin			120	ighthouse i . 150	earing L 30		0 S.E			i. •••	•••	,
7-in, disc—			120	131	31		_					5% in favour of St. Catherine's.
head.										•••	•••	,
St. Catherin				aro—Ligh 270	thouse W 150	-	) E. b =	-				,
	10 8	•••	280							•••	•••	23½% in favour of Rayleigh.
Rayleigh	•••	•••	898	810	162	110	=	950	•••	•••	•••	,
a. a -				—Lightho	•		-	_				
St. Catherin	16's	•••	120	30	50		=		•••	•••	•••	51% in favour of St. Catherine's
Rayleigh	•••	•••	48	21	30	146	=	245	••	•••	•••	)
			1	<b>Vedial lin</b>	s, 2 to 5 m	iles.						
St. Catherin	e's	•••		120	110	= 2	<b>3</b> 0		•••	•••	•••	43% in favour of Rayleigh.
Rayleigh	•••	•••		192	138	= 3	80					( zolo III Teanni or welligikin

Date.		ther, Force.	Sea.	Barom- eter.	mon	er- neter. Wet.	Courses.  The Bearings given are from the Lighthouse.	Names of Observers.	Experiment or Comparison.
1901. May 28	Calm.	-	Smooth	30-11	60	56	1. Round are on 2 miles line from about E.S.E. to about N.W. by W. of lighthouse. 2. Across to intersection of 2 miles are and medial lines. 3. Out along medial line from lighthouse to 44 miles.	Adml. Stewart, Capt. Clarke, ,,, Ladds, ,,, Blake, ,,, Hoare, Mr. Edwards.  Lord Rayleigh. Capt. Frederick, R.N,	Rayleigh trumpet (small), major axis horizontal, no screen v. St. Catherine's signal (low note).
	<b>R.</b>	1	Smooth	30·10	59	54	4. From E. by S., through are on 2 miles line to position N.W. by W. of lighthouse. 5. Across to intersection of 2 miles are and medial lines.		Rayleigh trumpet (large) major axis perpendicular, no screen v. St. Catherine's signal, low note only.
							6. Out along medial line to distance of 44 miles, and back to distance of 2 miles from lighthouse.		Reed-horns, Trinity service r. new Manual.
May 29	Calm,		Smooth	80-00	65	60	1. Round are on 2 miles line from about E. by S. to about N.W. of lighthouse, and back on same are to medial line.	Adml. Stewart, Capt. Clarke, " Ladds, " Blake, " Hoare, Mr. Edwards. Lord Rayleigh. Capt. Frederick, R.N.	St. Catherine's H.L. v. Scottish H.L., Barker reed-horn interposed.

Value of sound taken as 10, The	the of	rded in figt	or sounds	being Observ	record er's ju	ed in	ı figu ent.	res hig			Percentages of relative values.
Round 2	miles d	ro—Lightl	ouse bear	ing N.	W. by	W. tı	o S.E	. by E.			
St. Catherine's	•••	470 1	30 1	60	460	==	122	0	•••	•••	
Rayleigh (small)	•••	<b>984</b> 1	05 1	133	335	=	95	7	•••	•••	237% in favour of St. Catherine's
		Media	ıl line, 2 t	0 <b>4</b> ‡ m	iles.						
St. Catherine's	•••	160 1	30 1	10	120	_	520	•••	•••	•••	1
Rayleigh (small)	•••	195 1	5ŏ 1	131	163	=	644	•••	•••	•••	24% in favour of Rayleigh.
Round	arc of	'2 miles—I	ighthouse	bearis	ng W.l	by N.	. <b></b>	to N.			
St. Catherine's			0	50	= :	120		•••	•••		
Rayleigh (large)	•••	2	8	22	=	50		•••	•••	•••	140% in favour of St. Catherine
R	ound 2	? miles aro-	–Lighthor	use bea	ring N	. to 1	e.n.e	ē.			
St. Catherine's	•••	7	0	50	= 1	20	•	•••	•••	•••	1
Rayleigh (large)	•••	8	0	61	= :	l <b>4</b> 1		•••	•••	•••	17% in favour of Rayleigh.
Row	ıd 2 m	iles arc—L	ighthouse	bearin	g E.N.	E to	S.E.	<i>₹ E</i> .			
St. Catherine's	•••	6	0	40	- :	100		•••	•••	•••	1
Rayleigh (large)	•••	. 3	9	21	=	60		•••		•••	67% in favour of St. Catherine's.
		Media	il line, 2 to	0 4 <u>1</u> m	iles.						
St. Catherine's	•••	6	o				•••	•••	•••	•••	) track in demand of Bordeich
Rayleigh (large)	•••	8	7	• ••		•	•••	•••	•••	•••	\$45% in favour of Rayleigh.
		On med	lial line, 1	to 4 #	niles.						
Trinity Service	•••	45	3			•	•••	•••	•••	•••	} 42% in favour of Trinity Service
New Manual	•••	82	0		• ••	•	•••	•••	•••	•••	1270 in lavour or 11 mily belvious
1. St. Catherine's h 2. , 1 3. Scottish high 4. , low 5. Barker reed-hore	igh    ides ar	—Lighthou 50 56 44 45 12	20 20 18 18 4	; ; ; ;	30 = 30 = 30 = 30 = 30 = 30 = 30 = 30 =	: 1 : 1 :	00 .06 87 87 28	•••			St. Catherine's low 6% over a Catherine's high. St. Catherine's low 22% over Scottish high and low. St. Catherine's 264% over Barket
l. <b>7</b> 0	50	110		40	=	2	370	•••	•••	•••	
2. 71	50	120		52	-	2	193	•••	•••	•••	Scotch 11% over St. Catherin
<b>3. 9</b> 0	31	125		49	=	8	25	•••	•••	•••	low. Scotch 21% over St. Catherin
		100		40			27				high.   Scotch 250% over Barker
L 88 (	1	130		48	=	9		***	•••	•••	POORCH 20090 OVEL DELECT

Date.	Weather. Wind. Force	Sea.	Barom- eter.	Ther- mometer Dry. We	Ine Dearings	Names of Observers,	Experiment or Comparison.
1901. May 29 (cont.)	Calm. —	Smooth	30-08	- 64 59			
					2. Out on medial line to 5% miles, and back again on medial line to 3 mile line.		Scottish high and low (old) v. 7-in. disc siren (Vertical trumpet, bent head). Stentor reed-horn interposed.
May 80	Light variabl	e Smooth	30.00	60 57	1. Bound are on 2-mile line from about E. by S. to N.W. by W.  2. Across to a point on medial line ½ mile from lighthouse.  3. Out on medial line to 5½ miles and back in to ½ mile from lighthouse.	Capt. Barlow, Adml. Stewart, Capt. Clarke, , Ladds, , Blake, , Hoare, Mr. Kent, , Matthews, , Rdwards, Capt. Frederick,	St. Catherine's H.L. v. 7-in. disc siren (Vertical trumpet, bent head), Barker reed-horn, and Taylor reed-horn.
	S. 3 cocasional rain	Rather noisy.	29-85	60 57	4. Round are on 2 mile line from about E.S.E. to N.W. by W.  5. Round are on 1 mile line from N.W. by W. to eastern axial line.		St. Catherine's H.L. (service) v. 7-in. disc siren (Vertical trumpet, bent head), with Stentor reed-horn and Oran whistle.
<u>.</u>							

	ken as 10	, the or lo	other sou wer, accor	figures, the nd or sour rding to the n are from	nds being he Observ	recorde er's jud	ed in Igm	figui ent.	es hig			Percentages of relative values.
<i>On</i> 2	miles are	Li	ghthouse l	bearing E.	N.E. to S.	E. bu l	E., t/	len ba	ck to	N.N.E.		
1. 60	60			•		•					•	
1. 00	90	60	40	= 220	240	240	=	480	•••	•••	•••	St. Catherine's low 11% over 8
2. 62	60	64	40	<b>= 226</b>	241	245	=	486	•••	•••	•••	Catherine's high.
3. 56	48	45	35	= 184	252	231	=	483	•••	•••	•••	Scottish high. St. Catherine's low 996 ov
4. 43	48	47	33	= 171	243	241	_	484	•••		•••	Scottish low.
				–	1					•••	•••	St. Catherine's low 700% ov Barker.
5. 1	5	6	0	= 12	33	44	=	77	•••	•••	•••	J
			Me	dial line,	2 to 5½ m	iles.						
Scottish	High	•••	100	40	110		=	300	•••	•••	•••	רו
	{ Low	•••	99	40	137	51	=	380	•••	•••	•••	7-in. disc 6% over Scottish low. 7-in. disc 17% over Scottish high
7-in, disc	•••	•••	107	42	146	56	=	351		•••	•••	7-in. disc 4914% over Stentor.
Stentor	•••	•••	0	2	3	2	=	7	•••	•••	•••	)
			On «	nedial line	ı, 5 to 8 <u>1</u> ı	niles.						
,	∫ High	•••	120	40	80	30	_	270				h
scottish	Low	•••	117	40	99	42	=	298	•••	•••	•••	
-in. disc	•••	•••	156	46	107	45	_	354		•••	•••	7-in, disc 18% over Scottish low.
itentor			0	0	0				•••	•••		- = ================================
NOTTHUE	•••	•••	U	U	U	0	=	0	•••	•••	•••	) 
	On 2	miles	aro—Lig	hthouse be	aring from	n W.N.	.W t	o N.A	. W.			
t. Cather		ligh	60		60	80	=	150	•••	•••	•••	) at any minute high annual at the
	( )	₩	60	,	61	84	=	155	•••	•••	•••	St. Catherine's high equal to disc St. Catherine's low 496 over di
'-in. disc	siren	•••	63		56	30	=	149	•••	•••	•••	and high note, and 545% ov
Barker	• •••	•••	13		8	3	==	24	•••	•••	•••	Barker. Disc equal to St. Catherine's hig-
laylor		•••	4		5	1	=	10	•••		•••	Barker 140% over Taylor.
			Lighthe	ouse bearie	•	to E.						
			<b></b>	No sound			_					
			Lighthon	use bearin	g <b>L</b> . to 8.	_		140				
	, -	T2>					=	160	•••	•••	•••	High or 700/ amon Danker
St. Cather		ligh Low	50 50		60 66			166				HE WIN Amon Hombon
			50 50		66	50	=	166	•••	•••		High 2570% over Barker,   Low 4% over High,
			50					166 182	•••	•••	•••	Low 4% over High. Disc 10% over Low.
'-in. disc	siren		50 50		66	50	=				•••	Low 4% over High. Disc 10% over Low. Disc 14% over High.
'-in. disc	siren		50 50 59		<b>66</b> 68	50 55	=	182		•••		Low 4% over High. Disc 10% over Low.
'-in, disc	siren		50 50 59 3		66 68 1 0	50 55 2 0	=======================================	182 6 1	•••	•••	•••	Low 4% over High. Disc 10% over Low. Disc 14% over High.
'-in, disc	siren	   	50 59 3 1	t on media	66 68 1 0 al line bey	50 55 2 0 70nd 1:	= = = = 25 m	182 6 1 nile.)	•••	•••	•••	Low 4% over High. Disc 10% over Low. Disc 14% over High.
in. disc	siren	LOW	50 59 3 1	t on medis	66 68 1 0 al line bey	50 55 2 0 70nd 1:	= = = = 25 m	182 6 1 nile.)	•••	•••	•••	Low 4% over High. Disc 10% over Low. Disc 14% over High. Disc 2980% over Barker.
'-in, disc Sarker	siren	   	50 59 3 1 ounds lose	t on media	66  1  0  al line bey	50 55 2 0 70nd 1:	= = = = 25 m	182 6 1 nile.)	•••		•••	Low 4% over High. Disc 10% over Low. Disc 14% over High. Disc 2980% over Barker.  St. Catherine's high and low 106 over Cran.
7-in. disc Barker Faylor	siren	Low All so les ar High	50 59 3 1 punds lose 6— <i>Lighth</i>	t on media	66 68 1 0 al line bey ing from 1	50 55 2 0 vond 1:: W. by A	= = = 25 m	182 6 1 nile.) N.W.	•••	•••	•••	Low 4% over High. Disc 10% over Low. Disc 14% over High. Disc 2980% over Barker.  St. Catherine's high and low 106 over Cran. 7-in. disc 16% over St. Catherine high and low.
7-in. disc Barker Paylor St. Cather	siren	All so	50 59 3 1 ounds lose 6—Lighth 70 72	t on medis	666  1  0  al line bey  ing from 1  40  43	50 55 2 0 7 ond 1:: W. by A 40 28 48	= = = = = = = = = = = = = = = = = = =	182 6 1 sile.) N.W. 150 150	  by N 			Low 4% over High. Disc 10% over Low. Disc 14% over High. Disc 2930% over Barker.  St. Catherine's high and low 106 over Cran. 7-in. disc 16% over St. Catherine high and low. 7-in. disc 1372% over Cran.
'-in. disc larker 'aylor t. Cather -in. disc tentor	siren	Low All so les ar High	50 59 3 1 ounds lose 0—Lighth 70 72 82 41	t on medis	66 68 1 0 al line bey ing from 1 40 40	50 55 2 0 70nd 1:: W. by M 40 28 48	= = = = = = = = = = = = = = = = = = =	182 6 1 ville.) N.W. 150 150 173 62	  by N		•••	Low 4% over High. Disc 10% over Low. Disc 14% over High. Disc 2930% over Barker.  St. Catherine's high and low 106 over Cran. 7-in. disc 16% over St. Catherine high and low.  7-in. disc 1872% over Cran. 7-in. disc 180% over Stentor. Cran 18% over Stentor.
'-in. disc larker 'aylor t. Cather -in. disc tentor	siren	All so	50 59 3 1 ounds lose 6—Lighth 70 72	t on medis	666  1  0  al line bey  ing from 1  40  43	50 55 2 0 7 ond 1:: W. by A 40 28 48	= = = = = = = = = = = = = = = = = = =	182 6 1 sile.) N.W. 150 150	  by N 			Low 4% over High. Disc 10% over Low. Disc 14% over High. Disc 2930% over Barker.  St. Catherine's high and low 106 over Cran. 7-in. disc 16% over St. Catherine high and low. 7-in. disc 1872% over Cran. 7-in. disc 180% over Stentor.
'-in. disc larker 'aylor t. Cather -in. disc tentor	siren On 2 mi rine's { ]	All so	50 59 3 1 ounds lose 0— <i>Lighth</i> 70 72 82 41	t on medis touse bear	66 68 1 0 al line bey ing from 1 40 40 43 13	50 55 2 0 70nd 1:: W. by A 40 28 48 8 27	= = = = = = = = = = = = = = = = = = =	182 6 1 ville.) N.W. 150 150 173 62	  by N 			Low 4% over High. Disc 10% over Low. Disc 14% over High. Disc 2980% over Barker.  St. Catherine's high and low 106 over Cran. 7-in. disc 16% over St. Catherine high and low. 7-in. disc 1872% over Cran. 7-in. disc 1872% over Stentor. Cran 18% over Stentor.
7-in. disc Sarker Saylor St. Cather -in. disc	siren  On 2 mi  rine's { ]	All se	50 59 3 1 ounds lose 6—Lighth 70 72 82 41 33	t on media  thouse bearing  bearing 1  No sound	66  1  0  al line bey  ing from 1  40  43  13  V. W. by A  ds heard.	50 55 2 0 7 ond 1: W. by N 40 28 48 8 27	= = = = = = = = = = = = = = = = = = =	182 6 1 1 idle.) N.W. 150 150 173 62 73	  by N 			Low 4% over High. Disc 10% over Low. Disc 14% over High. Disc 2930% over Barker.  St. Catherine's high and low 106 over Cran. 7-in. disc 16% over St. Catherin high and low. 7-in. disc 1372% over Cran. 7-in. disc 180% over Stentor. Cran 18% over Stentor. St. Catherine's 141% over Stento
St. Cather  Taylor  St. Cather  in. disc  tentor  Tran	siren  On 2 mi rine's { ]	All se ar High Low	50 59 3 1 ounds lose 6—Lighth 70 72 82 41 33	t on media  touse beari  bearing l  No sound	66  1  0  al line bey  ing from 1  40  43  13  V. W. by A  ds heard.	50 55 2 0 7 ond 1: W. by N 40 28 48 8 27	= = = = = = = = = = = = = = = = = = =	182 6 1 1 idle.) N.W. 150 150 173 62 73	  by N 			Low 4% over High. Disc 10% over Low. Disc 14% over High. Disc 2930% over Barker.  St. Catherine's high and low 106 over Cran. 7-in. disc 16% over St. Catherine high and low. 7-in. disc 1372% over Cran. 7-in. disc 180% over Stentor. Cran 18% over Stentor. St. Catherine's 141% over Stento
7-in. disc Sarker Saylor St. Cather -in. disc stentor	siren  On 2 mi rine's { ]   1 mile	All se	50 50 59 3 1 ounds loss o—Lighth 70 72 82 41 33 Lighthouse	t on media  thouse bearing 1  No sound	66 68 1 0 al line bey ing from 1 40 43 13 V.W. by M ds heard. from S.E.	50 55 2 0 7 ond 1:: W. by N 40 28 48 8 27 V. to E.	= = = = = = = = = = = = = = = = = = =	182 6 1 1iile.) N.W. 150 150 178 62 73	by N			Low 4% over High. Disc 10% over Low. Disc 14% over High, Disc 2930% over Barker.  St. Catherine's high and low 106 over Cran. 7-in. disc 16% over St. Catherine high and low. 7-in. disc 180% over Stentor. Cran 18% over Stentor. St. Catherine's 141% over Stento  St. Catherine's 141% over Stento  Cran. 7-in. disc 6% over St. Catherine  St. Catherine's high 264% over Cran. 7-in. disc 6% over St. Catherine
7-in. disc Sarker Saylor St. Cather -in. disc	siren  On 2 mi rine's { ]   1 mile	All se ar High	50 50 59 3 1 ounds lose 0—Lighth 70 72 82 41 33 Lighthouse	t on media  touse bearing I  No sound  to bearing	66  1  0  al line bey  ing from 1  40  43  13  V. W. by A  ds heard.  from S.E.	50 55 2 0 70nd 1:: W. by A 40 28 48 8 27 V. to E.	= = = = = = = = = = = = = = = = = = =	182 6 1 1.00 1.00 1.00 1.00 1.00 1.00 1.00	by N y N			Low 4% over High. Disc 10% over Low. Disc 14% over High. Disc 2930% over Barker.  St. Catherine's high and low 106 over Cran. 7-in. disc 16% over St. Catherine high and low. 7-in. disc 1872% over Cran. 7-in. disc 1872% over Stentor. Cran 1896 over Stentor. St. Catherine's 141% over Stento  St. Catherine's high 264% over Cran. 7-in. disc 6% over St. Catherine high. 7-in. disc 13% over St. Catherine
r-in. disc Sarker Saylor St. Cather -in. disc stentor stan	siren  On 2 mi rine's { ]   1 mile rine's { ]	All see arrived in the second	50 50 59 3 1 ounds lose 0—Lighth 70 72 82 41 33 Lighthouse 100 93	t on media  thouse bearing 1  No sound	66 68 1 0 al line bey ing from 1 40 43 13 18 18 V.W. by 1 ds heard. from S.E. 70 65	50 55 2 0 7 ond 1:: W. by A 40 28 48 8 27 V. to E.: 70 66	= = = = = = = = = = = = = = = = = = =	182 6 1 1,011e.) N.W. 150 173 62 73	by N y N			Low 4% over High. Disc 10% over Low. Disc 14% over High, Disc 2930% over Barker.  St. Catherine's high and low 106 over Cran. 7-in. disc 16% over St. Catherine high and low. 7-in. disc 180% over Stentor. Cran 18% over Stentor. St. Catherine's 141% over Stento St. Catherine's 141% over Stento  St. Catherine's high 264% ov Cran. 7-in. disc 6% over St. Catherine high, 7-in. disc 13% over St. Catherine low. 7-in. disc 285% over Cran.
disc. disc.	on 2 mile rine's { ]	All se ar High	50 50 59 3 1 ounds loss o—Lighth 70 72 82 41 33 Lighthouse 100 93	t on media  touse bearing I  No sound  to bearing	66  1  0  al line bey  ing from 1  40  43  13  V. W. by A  ds heard.  from S.E.  70  65	50 55 2 0 70nd 1: W. by A 40 28 48 8 27 V. to E. 70 66 76	= = = 25 m V. to = = = 8.E. to N	182 6 1 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1	by N y N			Low 4% over High. Disc 10% over Low. Disc 14% over High, Disc 2930% over Barker.  St. Catherine's high and low 106 over Cran. 7-in. disc 16% over St. Catherine high and low. 7-in. disc 1872% over Cran. 7-in. disc 180% over Stentor. Cran 18% over Stentor. St. Catherine's 141% over Stento  St. Catherine's high 264% ov Cran. 7-in. disc 6% over St. Catherine high. 7-in. disc 13% over St. Catherine

Date.		Force.	Sea.	Barom- eter.	Ther- mometer. Dry. Wet.	Courses.  The Bearings given are from the Lighthouse.	Names of Observers.	Experiment or Comparison.
1901. May 31	S.W. by	4 to 5	Rather rough and noisy.	<b>29-9</b> 5	60 57 62 58	1. Round arc on 2 mile line from about E. by S. to medial line.  2. In on medial line to 1 mile.  3. Round arc on 1 mile line to westward.  4. Across to eastern axial line 2 miles distant.  5. Out on eastern axial line to about 5½ miles and back to about 5½ miles from lighthouse.  6. Round arc on 2 mile line from E.S.E. to about S.W. of lighthouse.  7. Steamed in N.E. to 1 mile line.  8. Round arc on 1 mile line to west axial line.  9. Across to medial line.  10. Out on medial line to 4 miles and back to 1 mile.  11. Across to point 1½ miles S.E. of lighthouse and then to point 1½ miles E.S.E. of lighthouse and then to point 1½ miles E.S.E. of	Adml. Stewart, Capt. Clarke, ,,, Blake, Mr. Kent, ,, Edwards, Capt. Frederick, R.N.	Scottish siren, H.L. v. Ray- leigh trumpet (large) with major axis perpendicular.  St. Catherine's siren, H.L. v. 7-in. disc siren with mushroom head.
une 1	s.w.	2 to 3	Much swell.			Record of Courses uncertain.	Adml. Stewart, Capt. Clarke, "Blake, Mr. Kent, "Edwards, Capt. Frederick, R.N.	Scottish siren, H.L. v. Rayleigh trumpet (large) with 7-in. disc siren.
une 7	R.	4	Smooth	80-45	<b>59</b> 57	1. Round 1 mile are from E. to W. axial line. 2. Round 2 mile are from West axial line to medial line. 3. Out on medial line to 7; miles and back to 2 miles.	Adml. Stewart, Capt. Bell, ,, Clarke, ,, Blake, Mr. Matthews, ,, Edwards.	(1.) St. Catherine's siren (low note only) v. Scottish 7-in. cylinder siren in Caskets trumpet with Bardsey top. (2) and (3) H.L. (4) 7-in. disc siren in Scottish trumpet.

te	aken as	10, the	other so ower, acc	und or s ording t	, the first counds being to the Obserom Seawa	ng re erver'	cord s ju	ed ir dym	ı figu ent.	res hi	n bein	<b>.</b>	Percentages of relative values.
	On :	2 miles	arc—Lig	hthouse l	b <b>ear</b> ing fro	om W	. <i>N</i> .1	V. to	N.E.	by N	•		: :
Scottish	siren	High	•••	150	50	=		<b>3</b> U()		•••	•••	•••	Seattish high 1804 area Borleton
Rayleigh	1	i TOM	•••	110 1 <b>28</b>	43	_		71		•••	•••	•••	Scottish high 17% over Rayleig Rayleigh 14% over Scottish low
) 201611	•••	•••	•••							•••	•••	•••	
				ighthous 70	e bearing j 50	from .	_		o E.				
Scottish (	siren	High Low	•••	77	5 <b>3</b>	=		.20 .80		•••	•••	•••	Scottish low 81% over Scott high and 20% over Rayleigh.
Rayleigh	••	•••	•••	64	45	=	1	09		•••	•••	•••	Scottish high 10% over Rayleigh
	2 mi	les arc-	-Lightho	use bear	ing from 1	W. by	<b>N</b> .	₁ <i>N</i> .	to N.	↓ W.			
St. Cathe	rine's	High	100 101		110 112		40 43	=	250 256	•••	•••	•••	7-in. disc siren 8% over
7-in. disc			107		112		44	_		•••	•••	•••	Catherine's low and 5½% over Catherine's high.
	<b>n</b> -	milaa a-	<u>a T:</u> _la:	hausa Lo:	mina Sasa	י דג	117	40 BI	7 77 1.	, 207			
	2 1	nues ar			<i>ring from</i> st—steam			TO 14	. <i>E</i> . 0	ı v.			
			-										
	1		•		iring from	N.E.	-			S.			
	rine's	( High ) Low	40 40		40 40		40 39		120 119	•••	•••	•••	All equal.
t. Cather		,											, <u> </u>
-in. disc	ions m	ade to le			40		Tru	mpe				•••	All good sounds.
7-in, disc	ions m	ade to le	eward, i				Tru y W	mpe	t to 5				Scottish high 13% over Scott
-in. disc	ions m	ade to le	eward, i	us beari	ng from N		Tru 2:	mpe  7. ω 20	t to 5			•••	Scottish high 13% over Scott
oottish	2 mil { High { Low	de to le	-Lighthon	160 142 176	ng from N	:.W. 8	Tru 2:	mpe 7. ω 20 95	t to 5			•••	Scottish high 18% over Scott   low.   Bayleigh 9% over Scottish high
oottish	2 mil { High { Low	de to le	-Lighthon Lighthon	160 142 176	ng from N 60 53	E. to	Tru 29 W 2112	mpe 7. to 20 95	t to 5			•••	Scottish high 18% over Scott   low.   Bayleigh 9% over Scottish high
oottish	2 mil { High { Low	is are—	-Lighthon Lighthou (All sou	160 142 176 se bearin	ng from N 60 58 64 ng from N.	E. to	Tru 2: 1: 2: E.N.	mpe 	v.E.			•••	Scottish high 18% over Scott   low.   Bayleigh 9% over Scottish high
observati	2 mil { High { Low	is are—	Lighthou (All sou	160 142 176 se bearing and sunce	ng from N. 60 53 64 eg from N. certain—st	E. to	Tru 2: 1: 2: E.N d in 8.E	mpe	v.E.	by N			Scottish high 18% over Scott   low.   Bayleigh 9% over Scottish high
-in, dise	2 mil { High { Low	is are—	Lighthou (All sou	160 142 176 se bearing and sunce the searing from the search sea	ng from N 60 53 64 ng from N. certain—st	E. to	Tru 2: 1: 2: E.N d in 8.E	mpe 7. ω 20 95 40 7. E.	v.E.	by N.			Scottish high 18% over Scott low. Rayleigh 9% over Scottish high
cottish	2 mil { High { Low	les aro	Lighthou (All sou	160 142 176 se bearing ands uncearing fr 100 99	ng from N. 60 53 64 ng from N. certain—st rom E. by 60 63	E. to	Tru 24 E.N d in 10 11 22	mpe 7. ω 20 95 40 7. E.	v.E.	by N			Scottish high 13% over Scott low. Rayleigh 9% over Scottish high.
cottish cottish	2 mil { High { Low	les aro	Lighthou (All sou	160 142 176 se bearing in 100 99 129 medial l	fine of East  ang from N.  60 53 64  ang from N.  certain—st  from E. by 60 63 81  line, 1 to 4	E. to	Tru 20 11 20 E.N d in 10 21	mpe	v.E.	by N			Scottish high 13% over Scott   low.   Rayleigh 9% over Scottish high.   Rayleigh 9% over Scottish high and low.   Scottish high land low.
cottish cottish cottish	2 mil 2 mil High Low 	les aro	Lighthou (All souththouse be	160 142 176 se bearing ands uncearing fr 100 99 129 medial l	10 of East 10 of East 10 of Four N 10 of 53 10 of 64 10 of 63 10 o	E. to teame	Tru 2: 1: 2: E.N d in 1: 1: 2: 2: 2: 2: 2: 2: 2: 2: 2: 2: 2: 2: 2:	mpe 	v.E.	by N			Scottish high 13% over Scottsh low.   Rayleigh 9% over Scottish high.   Rqual.   Scottish high 14% over low.   Scottish high 14% over low.   Rayleigh 6 17% over Scottish high 17% over Scottish high 18%   Rayleigh 6 17% over Scottish high 19% over Scottish 19% over Scottish
cottish cottish cottish	2 mil  High Low  High Low  High	les aro	Lighthouse be On	160 142 176 se bearing in 100 99 129 medial l	fine of East  ang from N.  60 53 64  ang from N.  certain—st  from E. by 60 63 81  line, 1 to 4	E. to  R. to  miles	Tru 20 11 20 E.N d in 10 21	mpe 	v.E.	by N			Scottish high 13% over Scottsh low.   Rayleigh 9% over Scottish high.   Rqual.   Scottish high 14% over low.   Scottish high 14% over low.   Rayleigh 6 17% over Scottish high 17% over Scottish high 18%   Rayleigh 6 17% over Scottish high 19% over Scottish 19% over Scottish
cottish cottish cottish	2 mil 2 mil High Low High Low	Lig	Lighthouse be	160 142 176 se bearing ands unc earing fr 100 99 129 medial l 170 141	10 of East 10 of East 10 of Four N 10 of 53 10 of 64 10 of 63 10 o	E. to teame	Tru 2: 1: 2: E.N d in 1: 1: 2: 3: 2: 87	mpe	N.E.				Scottish high 13% over Scottsh low.   Rayleigh 9% over Scottish high.   Rqual.   Scottish high 14% over low.   Scottish high 14% over low.   Rayleigh 6 17% over Scottish high 17% over Scottish high 18%   Rayleigh 6 17% over Scottish high 19% over Scottish 19% over Scottish
7-in. disc Deservation Cottish Rayleigh	2 mil 3 High Low 4 High Low 5 High Low	Lig.	Lighthouse be	160 142 176 se bearin ands une earing fr 100 99 129 medial l 170 141 176	10 of East 10 of East	E. to teame	Tru 2: 1: 2: E.N d in 1: 1: 2: 3: 2: 87	mpe	N.E.				Scottish high 13% over Scottsh low.   Rayleigh 9% over Scottish high.   Rqual.   Scottish high 14% over low.   Scottish high 14% over low.   Rayleigh 6 17% over Scottish high 17% over Scottish high 18%   Rayleigh 6 17% over Scottish high 19% over Scottish 19% over Scottish
Cottish Cottis	High Low	Ligania mile of ligania mile o	Lighthouse be On	160 142 176 se bearing ands unceering fr 100 99 129 medial l 170 141 176	fine of East  ang from N.  60 53 64  ang from N.  beartain—st  150 139 197  bearing from  150 189	E. to teame	Tru 2: 1: 2: E.N. d in 3: 2: 3: 3: 2: 3: 3: 3: 3: 3: 3: 3: 3: 3: 3: 3: 3: 3:	mpe	N.E.	by N			Scottish high 13% over Scottish light   Scottish high 14% over low.   Scottish high 14% over low.   Scottish high 14% over Scottish high 26% over Scottish low.   No. 1 10% over No. 2.
St. Cather 7-in. disc 7-in. disc Discervation Scottish Rayleigh Scottish Rayleigh St. Cather Scottish, I	# High Low	Ligi	Lighthouse be On On 8	160 142 176 se bearin ands unceering fr 100 99 129 medial l 170 141 176 hthouse b	### State of East  ### ### ### ### ### ### ### ### ###	E. to beame W. to miles	Tru 2: 1: 2: E.N d in 1: 1: 2: 3: 2: 3: 2: 3: 1: 1: 1: 1: 1: 1: 1: 1: 1: 1: 1: 1: 1:	mpe 7. to 20 95 40 7. E. 3. by 60 60 73	N.E.	by N			Scottish high 13% over Scottish low.  Rayleigh 9% over Scottish high.  Requal.  Scottish high 14% over low.  Rayleigh 17% over Scottish high and low.  Rayleigh 36% over Scottish low

Date.	İ	ther. Force	Sea.	Barom- eter.	The mom Dry.	eter.	Courses.  The Bearings given are from the Lighthouse.	Names of Observers.	Experiment or Comparison.
1901. June 7	E.SE.	2	Smooth	<b>30-4</b> 0	67	63	4. Round 1 mile are from E, to W. for 120° and back to medial line.		
							5. Out on medial line to 7½ miles and back.		
: . •									
							-		St. Catherine's siren (No. 1).  Barker reed-horn (No. 2).  Taylor reed-horn (No. 3).
									Trinity Service reed-horn (No. 4). Manual reed-horn (No. 5).
							·		ï
June 8	E.	8 to 4	Rough and noisy.	30-31	57 to 80	56 to 58	1. Round on 1 mile arc from E. to W. 120°. 2. Round on 2 mile arc from west- ern axis to medial line. 3. Round 2 mile arc to eastern axis. 4. In from eastern	Adml. Stewart, Capt. Bell, ,, Clarke, ,, Blake, Mr. Matthews, ,, Edwards.	Rayleigh trumpets, major axes, perpendicular.  1. Small—cast iron.  2. Large—wrought iron. Each with 5-inch cylinder siren.
							axial line to about in mile E.S.E. of lighthouse.  5. Across to medial line at in mile from lighthouse and out to 1ine miles from lighthouse.  6. Out on medial line to 5ine miles and back to 2 miles.		

V 3		n as l	0, the o	other so wer, acc	n figures, ound or so cording to yen are fr	ounds being the Obse	sound ing reconstruction	ded ir udgm	ı figui ent.	res hig			Percentages of relative values.
			1 mile	· aro—]	Light house	e bearing	from N	to E.	į S.				
No. 1			•••	1	.00	100	=	200			•••	•••	١
No. 2			•••		.06	115		221					No. 2. 4% over No. 3.
So. 3	•••	•••			97	115		212		•••	•••		No. 1. 3% over No. 4.
No. 4	•••	•••	•••		94	100		212 194		•••	•••	•••	No. 3. 6% over No. 1.
۳ <u>.</u> 1					n medial l	•							
No. 1	•••	•••	•••	100	10	100.		=		•••	•••	•••	
No. 2	•••	•••	,	134	14	118	135		401	•••	•••	•••	No. 2. 8% over No. 3. No. 3. 20% over No. 1.
No. 3	•••	•••	•	119	14	118	135	=	372	•••	•••	•••	No. 4. 6% over No. 2.
No. 4	•••	•••	•••	141	15	113	157	=	426	•••	•••	•••	را ا
				1	Hedial lin	e, 5 to 7·2	miles.						
No. 1	•••	•••	30	10	70	<b>50</b> 50	50	70	=	330	•••		1
No. 2		•••	135	14	139	69 68	73	98	3 =	596	•••		No. 2. 81% over No. 1.
No. 3	•••	•••	146	14	139	69 68	73	98	. =	607			No. 3. 2% over Nos. 2 and 4. No. 4. 81% over No. 1.
No. 4	•••		163	15		74 76	· 84		. =		•••	•••	
	,	mila.	ana 7	in hehan	na kaamin	· fuam V	11° 1 1	UZ 1 1U	U 4 1		7		
No. 1			2 <b>3</b> 0	<i></i>	se hearing ) 10	70m _1. 70	60						
		•••				-			. =		•••	•••	No. 1. 158% over Trinity Servi
No. 2	•••	•••	102	68		<b>3</b> 0	19	47		267	•••	•••	130% over Barker, 177% over Taylor.
No. 3	•••	•••	84	49		19	22	43	3 =	220	•••	•••	No. 2. 13% over Trinity Service. No. 3. Nil.
No. 4	•••	•••	81	48	3	23	28	58	S ==	236	•••	•••	No. 4. 5% over Manual. No. 5. 2% over Taylor.
No. 5	•••		76	39	3	16	31	59	9 =	224	•••	•••	)
				2	fedial line	e, 1 to 4·3	miles.						
No. 1	•••	•••	40	80	110	70 70	40	220	) =	630	•••	•••	]
No. 2	•••	•••	20	52	62	<b>3</b> 5 <b>3</b> 5	17	147	<i>=</i>	368	•••	•••	No. 1. 175% over Taylor, 175% of Trinity Service, 71% over Bark
No. 3	•••	•••	15	34	31	21 22	9	98	3 =	230	•••		No. 2. 60% over Taylor. (No. 3.) Equal, but 31% o
No. 4	•••	•••	18	31	20	<b>33</b> 25	9	9:	3 =	229	•••		No. 4. Manual.
No. 5			18	25	7	27 21	5	78	3 =	176		•••	
		mile	aro— I	ight kou	se bearing	•	-		N. by	E. 1 F	E.		
Small		•••	•••	180	70	70	19	0 =	510	•••	•••	•••	996 in favour of large horn.
Large	•••	•••	•••	204	78	74	20	2 =	558	•••	•••	•••	, ,
		1	mile a	ro—Lig	htho <b>us</b> e be	earing fro	m N.N.	E. to	E. by	S.			
Small	•••	•••	•••	180	80	70	15	0 =	480	•••	•••	•••	3% in favour of large horn.
Large	•••	•••	•••	204	81	70	13	8 =	493	•••	•••	•••	ON IN INVOICE OF INCHES
		2	miles d	rc—Li	ghthouse i	bearing fr	om E	8. to	N,N,1	E.			`
Small	•••	•••	•••	60	130	80	21	0 =	480	•••	•••	•••	lead in formand to
Large	•••	•••	•••	74	134	83	21	3 =	503	•••	<b>\</b>	•••	5% in favour of large horn.
				1	Medial lin	e, 2 to 5·2	miles.						
Small	•••	•••		220	100	10		0 =	550	•••	•••		
													40% in favour of large horn.

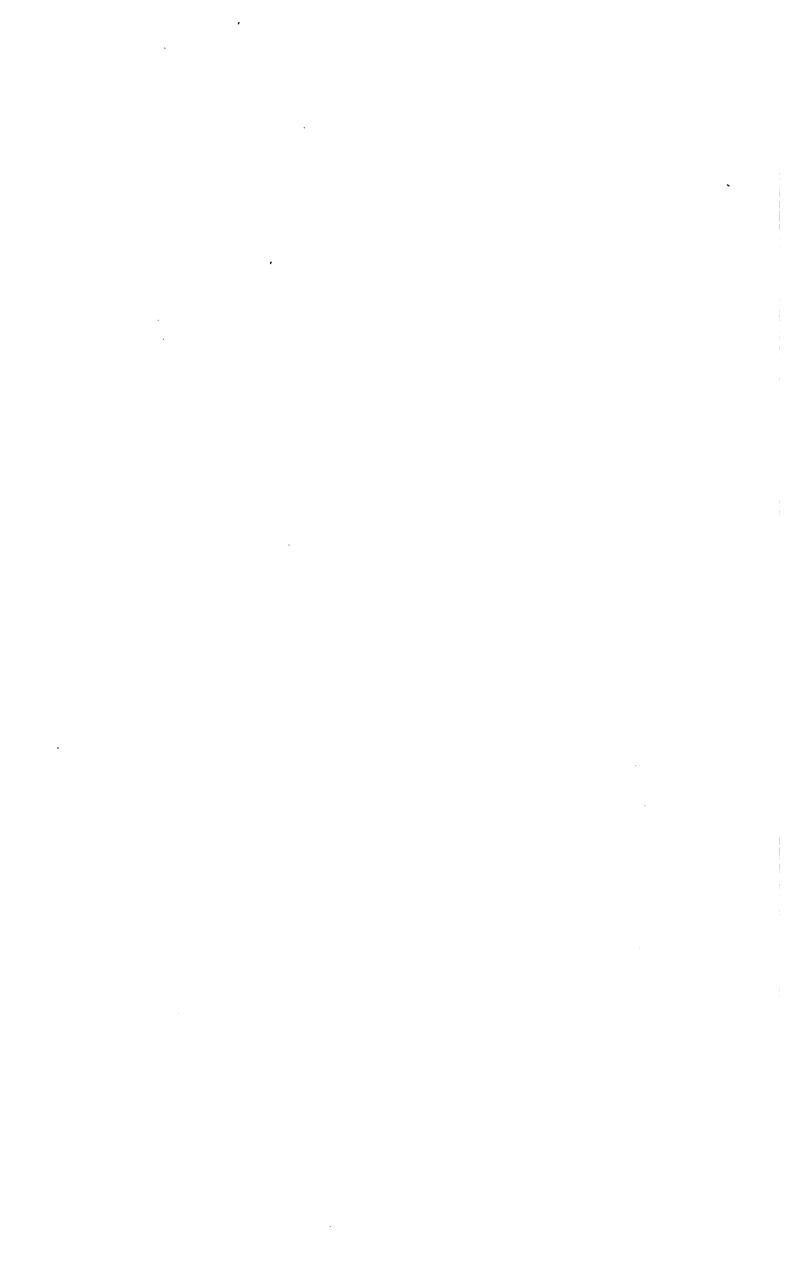
Date.	Weat		Sea.	Barom- eter.	Th mom Dry.	eter.	Courses.  The Bearings given are from the Lighthouse.	Names of Observers.	Experiment or Comparison.
1901. June 10	N.W. by	. 3	Smooth	30·18	65 to 66	60 to 61½	1. Round on 2 mile arc from about E. by S. to N.W. by W. 2. Across from thence to medial line. 3. Out on medial line to 5½ miles and back to lighthouse. 4. Out on medial line to 1½ miles from lighthouse. 5. Across to eastern axial line at point 1½ miles from lighthouse. 6. From thence to landing place.	Capt. Bell, ,, Clarke, ,, Blake, Mr. Edwards.	Scottish 7-inch cylinder siren r. Rayleigh trumpet (large) with 7-inch disc siren.
	w.	4 to 5		30-18	55	<b>5</b> 5	7. Out on medial line to 4½ miles and back to 2 miles.		Reed-horns:—  1. Stentor, 120 lbs. 2. Taylor, 40 lbs. 3. Barker, 40 lbs. 4. Trinity Service, 15 lbs. (vertical).
June 11	West	5	Rough	30.24	59		1. Along 1 mile arc from E.S.E. to W. by N.  2. Across to medial lines at 2 miles.  3. Out on medial line to 3½ miles and back to ½ mile from lighthouse.		I. Rayleigh trumpet (large), with screen, and 7-inch disc siren v. Scottish siren (H.L.), 7-inch cylinder, with screen.
		4				•	4. Round 1 mile are from S.E. by E. to western axial line.		II. As above, but with screen removed from Rayleigh trumpet.

ta	ken as	10, the or l	other so	n figures, ound or so cording to ven are fro	unds bei the Obs	ng reco	orded judg	in fig ment.	ures hi		r 	Percentages of relative values.
:	2 miles	a <b>r</b> o]	Lighthou.	se bearing	from W.	by N.	<u>↓</u> N.	to N.	by Е. <u>}</u>	. <i>E</i> .		
Scottish	High Low	•••	190 193	100 90	100 98			= 54 = 58		•••		Rayleigh 11% better than Scotti
Rayleigh	•••	•••	220	103	110	10	66 :	<b>≕</b> 59	9			high and low.
	2 mile	s aro-	Lighth	o <b>use bear</b> in	g from 1	V. by E	. <u>↓</u> E	. to 8.	E. by 1	g.		
Scottish	High Low	•••	160 110	<b>6</b> 0 50	80 67			= 52 = 40		•••	•••	Scottish high 14% better than Rs leigh.
Rayleigh	•	•••	131	52	79	_		= 45		•••		Rayleigh 14% better than Scott
			į	Modial line	e. 2 to 51	miles.						
Qaattiah	High	•••	110		, 2 10 0 <del>1</del> 10	120	=	240	•••	•••	•••	High 50/ better then less
Scottish	{ Low	•••	91	7 1	11	121	=	229	•••	•••	•••	High 5% better than low. Rayleigh 14% better than Scott
Rayleigh	•••	•••	126	<b>B</b> 1	2	134	=	274	•••	•••	•••	high.
			1	<b>Med</b> ial line	, 1 to 41	miles.						
No. 1	• •••	•••	270	140	33	27	70 =	= 713	3	•••	•••	No. 1. Lost at 4 miles.
No. 2	•••	•••	67	51	13	9	<b>)6</b> =	= 230		•••	•••	No. 2. Lost at 3 miles.
No. 3	•••	•••	249	144	34	29	9 =	= 720		•••	•••	No. 3. 2% better than Stentor.
No. 4	•••	•••	313	141	36	32	21 =	= 81		•••	•••	No. 4. 113% better than Barker.
		·										( 252% better than Taylor.
Scottish	l mile a		<i>ighthous</i> 170 133 154	to bearing f 100 79 91	from W. 3	by N. 4 90 71 83	=	510	y E. :	 		Scottish high 11% better the Reyleigh, 29% better than length.
Scottish	High Low	•••	170 133 154	100 79 91	150 113 131	90 71 83	=======================================	510 396 459			•••	Scottish high 11% better the Reyleigh, 29% better than le note.  Rayleigh 15% better than le
Scottish Rayleigh	High Low	 	170 133 154 Lighthon	100 79 91 use bearing	150 113 131 1 from N	90 71 83	= = = N. \frac{1}{2}	510 396 459 N. to		 		Scottish high 11% better the Reyleigh, 29% better than le note.  Rayleigh 15% better than le note.  High note 198% better than Rayleigh 15% better
Scottish	High Low	 	170 133 154	100 79 91	150 113 131	90 71 83	=======================================	510 396 459			•••	Scottish high 11% better the Reyleigh, 29% better than le note.  Rayleigh 15% better than le note.  High note 198% better than Rayleigh and 417% better than le note.
Scottish Rayleigh Scottish	{ High Low 	aro—	170 133 154 Lighthon	100 79 91 use bearing	150 113 131 151 1 from N.	90 71 83 .E. by		510 396 459 N. to 2				Scottish high 11% better the Reyleigh, 29% better than le note.  Rayleigh 15% better than le note.  High note 198% better than Rayleigh and 417% better than le note.
Scottish Rayleigh Scottish	High Low  1 mile High Low	aro-	170 133 154 <i>Lighthon</i> 70 10	100 79 91 use bearing 60 4	150 113 131 131 1 from N. 110 42 95	90 71 83 <i>E. by</i> 60 2		510 396 459 N. to 3	  E. by 8			Scottish high 11% better the Reyleigh, 29% better than le note.  Rayleigh 15% better than le note.  High note 198% better than Resign and 417% better than le note.  Rayleigh 162% better than le note.
Scottish Rayleigh Scottish	High Low 1 mile Low 1 High Low	aro	170 133 154 <i>Lighthor</i> 70 10	100 79 91 use bearing 60 4 24 Medial line	150 113 131 151 16 from N. 110 42 95	90 71 83 <i>E. by</i> . 60 2 20 <i>miles</i> .	### ### ### #### #####################	510 396 459 N. to 3	  E. by 8			Soottish high 11% better the Reyleigh, 29% better than he note.  Rayleigh 15% better than he note.  High note 198% better than Regleigh and 417% better than he note.  Rayleigh 162% better than he note.  High 68% better than Rayleigh.
Scottish Rayleigh Scottish Rayleigh	High Low  l mile High Low	aro	170 133 154 <i>Lighthor</i> 70 10	100 79 91 wee bearing 60 4 24	150 113 131 150 150 150 110 42 95 15, 1 to 34	90 71 83 <i>E. by</i> 60 2 20		510 396 459 N. to 3	  E. by S.			Soottish high 11% better the Reyleigh, 29% better than le note.  Rayleigh 15% better than le note.  High note 198% better than Rayleigh and 417% better than le note.  Rayleigh 162% better than le note.  High 68% better than Rayleigh.
Scottish Rayleigh Scottish Rayleigh	High Low  High Low  High Low	aro-	170 133 154 Lighthon 70 10 13	100 79 91 wee bearing 60 4 24 Medial line 120 64	150 113 131 151 100 42 95 100 62 65	90 71 83 E. by 60 2 20 miles.		510 396 459 N. to 3 300 58 152				Scottish high 11% better the Reyleigh, 29% better than le note.  Rayleigh 15% better than le note.  High note 198% better than Rayleigh and 417% better than le note.  Rayleigh 162% better than le note.  High 68% better than Rayleigh, Rayleigh 4% better than Scott
Scottish Scottish Rayleigh Scottish Rayleigh	High Low  I mile SHigh Low   High Low	aro—	170 133 154  Lighthon 70 10 13	100 79 91 use bearing 60 4 24 Medial line 120 64 66	150 113 131 151 16 from N. 110 42 95 1, 1 to 3\frac{1}{2} 100 62 65	90 71 83 .E. by . 60 2 20 miles.	2200 126 131	510 396 459 N. to 3 300 58 152				Soottish high 11% better the Reyleigh, 29% better than le note. Rayleigh 15% better than le note.  High note 198% better than Rayleigh and 417% better than le note.  Rayleigh 162% better than le note.  High 68% better than Rayleigh. Rayleigh 4% better than Seotti low.
Scottish Rayleigh Scottish Rayleigh	High Low  High Low  High Low	aro	170 133 154 Lighthon 70 10 13	100 79 91 wee bearing 60 4 24 Medial line 120 64	150 113 131 151 100 42 95 100 62 65	90 71 83 .E. by . 60 2 20 miles.		510 396 459 N. to 3 300 58 152				Scottish high 11% better the Reyleigh, 29% better than le note. Reyleigh 15% better than le note.  High note 198% better than Releigh and 417% better than le note.  Rayleigh 162% better than le note.  High 68% better than Rayleigh 162% better than le note.  Scottish high 4% better than Scottish high 4% better than le note.
Scottish  Scottish  Rayleigh  Scottish  Rayleigh	High Low  I mile High Low   High Low  High Low	aro	170 133 154  Lighthon 70 10 13	100 79 91 wee bearing 60 4 24 Medial line 120 64 66	150 113 131 151 1 from N. 110 42 95 1, 1 to 3\frac{1}{2} 65 ing from	90 71 83 .E. by . 60 2 20 miles.	2200 126 131 wy W	510 396 459 N. to 3 300 58 152	to N.			Scottish high 11% better the Reyleigh, 29% better than le note.  Rayleigh 15% better than le note.  High note 198% better than Respleigh and 417% better than le note.  Rayleigh 162% better than le note.  High 68% better than Rayleigh. Rayleigh 4% better than Scott low.  Scottish high 4% better than Rayleigh. Rayleigh, 24% better than le note.
Scottish Rayleigh Scottish Rayleigh Scottish Rayleigh	High Low  I mile High Low   High Low   1 me	aro—	170 133 154  Lighthon 70 10 13 Lighth 190 144 188	100 79 91 we bearing 60 4 24 Medial line 120 64 66	150 113 131 151 167 m N. 110 42 95 100 62 65 170 145 161	90 71 83 .E. by . 60 2 20 miles. = =	2200 126 131 www.	510 396 459 N. to 3 300 58 152	to N			Scottish high 11% better the Reyleigh, 29% better than le note.  Rayleigh 15% better than le note.  High note 198% better than Resleigh and 417% better than le note.  Rayleigh 162% better than le note.  High 68% better than Rayleigh, Rayleigh 4% better than Scott low.  Scottish high 4% better than Rayleigh, 24% better than le note.  Rayleigh 19% better than le note.  Rayleigh 19% better than le note.  Rayleigh 19% better than le note.
Scottish Rayleigh Scottish Rayleigh Scottish Rayleigh	High Low  I mile High Low   I mile High Low  I mi High Low  I mi High High	aro—	170 133 154  Lighthon 70 10 18  Lighthon 18  Lighthon 18  Lighthon 18  Lighthon 10  Lighthon 10  18  Lighthon 10  10  10  10  10  10  10  10  10  10	100 79 91  use bearing 60 4 24  Medial line 120 64 66 house beari 90 79 83	150 113 131 131 151 162 95 100 62 65 170 170 145 161	90 71 83 .E. by . 60 2 20 miles. = = 70 62 69	= = =	510 396 459 N. to 300 58 152 152 420 501	to N			Scottish high 11% better the Reyleigh, 29% better than le note.  Rayleigh 15% better than le note.  High note 198% better than Resleigh and 417% better than le note.  Rayleigh 162% better than le note.  Rayleigh 4% better than Scott low.  Scottish high 4% better than le note.  Rayleigh 19% better than le note.  Rayleigh 19% better than le note.  Rayleigh 19% better than le note.  Scottish high 4% better than note.
Scottish Rayleigh Scottish Rayleigh Scottish Rayleigh	High Low  I mile High Low   High Low   High Low   1 mile Low	aro—	170 133 154  Lighthon 70 10 13  —Lighti 190 144 188  —Lighti	100 79 91  mee bearing 60 4 24  Medial line 120 64 66  house beari 90 79 83	150 113 131 151 161 161 160 170 145 161	90 71 83 .E. by 60 2 20 miles. = 70 63 69	2200 126 131 W	510 396 459 N. to 300 58 152 152 1520 430 501	to N			Scottish high 11% better the Reyleigh, 29% better than le note.  Rayleigh 15% better than le note.  High note 198% better than Releigh and 417% better than le note.  Rayleigh 162% better than le note.  High 68% better than Rayleigh, Rayleigh 4% better than Scott low.  Scottish high 4% better than le note.  Rayleigh, 24% better than le note.  Rayleigh 19% better than le note.  Rayleigh 19% better than le note.

Date.	Weat Wind.		Sea.	Barom- eter.	mon	ner- neter. Wet.	Courses.  The Bearings given are from the Lighthouse.	Names of Observers.	Experiment or Comparison.
1901. June 12	W. Squally.	5 to 7	Rough and noisy.	80-10	58	57	1. Along 1 mile arc E.S.E. to W. by N. and back to medial line. 2. From medial line along 1 mile arc to W.S.W.	,, Clarke, ,, Blake, Mr. Edwards.	St. Catherine's siren, low note, r. 7-inch disc siren, with mushroom head.
	w.s.w.	5 to 6	Rough and noisy.	30-0	57-5	56.3	3. Across to eastern axial line l mile. 4. Along east axial line to 24 miles and back to lighthouse.		Trumpet of French pattern with 5-inch cylinder siren r. St. Catherine's (one trumpet) 5-inch cylinder siren, both pointed on medial line.  Reed-horns, &c.:—  1. Stentor.  2. Barker.  3. Cran.
							5. Round 1 mile arc from E.S.E. to W.N.W. and back, returning from E.S.E. to S.W. by S.		4. Trinity Service.  Scottish siren H.L. interposed in this experiment.  St. Catherine's low note from one trumpet v. Rayleigh (large) 5-inch cylinder siren, both pointed on medial line.
June 13	W. by N.	7 to 8	Rough and noisy.	29-98	55		1. Out on medial line to 2½ miles. 2. Across to 1½ miles S.W. by W. of lighthouse and then in to ½ mile. 3. Out on medial line to 2 miles. 4. Round 2 miles are from medial line to position about E.S.E. of lighthouse.	Capt. Clarke, "Blake, Mr. Edwards.	Reed-horns:—  1. Cran.  2. Stentor.  3. Trinity Service (new horizontal trumpet).  4. Taylor.  5. Barker.

	ue of aken	as 10,	the oth or lower	er sound	gures, the d or sounding to the are from	ids bein he Obsei	rec ver's	orded iudør	in figu nent.	res hig	being her		Percentages of relative values.
		1 m	ile aro-	-Lighth	v <b>us</b> e bear	ing fron	ı W.	N. W. t	v Nort	h.			
St. Cathe	erine	's	. 6	60	70	13	0 =	= 20	60	•••	•••		St. Catherine's 3% better th
Mushroo	om.	•••	. 6	80	68	12	4 =	= 2	52				Mushroom.
		l mi	le arc	Liahtha	use beari	na from	N. h	u E. to	E. bu	8.			
St. Cathe	erine'			•		120		) =	_	•••	•••	•••	St. Catherine's 25% better th
Mushroo	om	•••	. 60	E.	51	91	124	=	326	•••	•••		Mushroom.
	1	mile a	ro—Lig	ht <b>hous</b> e	bearing .	from N.	W. b	y W. t.	o N.E.	by N.			
St. Cathe	erine'	's	17	70	20	17	0 =	= 3	<b>6</b> 0				) To
French p			18	34	22	17	9 :	_	85		•••	•••	French pattern 7% better than S Catherine's.
	P	art of	1 mile a	ro—Lia	hthouse	bearina	from	N.N. F	E, to E	bu N			(1004/1-44-73-75
No. 1				130	110	•	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	==	360				No. 1. 129% better than Cran.
No. 2	-	•••		20	10		21	=	51				600% better than Barke
No. 3		•••	•••	55	43		59	==	157	•••			Short shrill ending of Co sound. No. 3.* 13% better than Trin
No. 4	••		•••	77	24		38	=	139	•••	•••		No. 5. 13% better than Trin   Service.   208% better than Barke
													No. 4. 173% better than Barker.
Stentor	•••	•••		•••	10	] Se	otch	H. L.	•••		•••	25	,
		•	h <b>ouse b</b> ea 20		om W.N	.W. to E		•	.E. to .= 570		y W. <u>↓</u> 	w. 	Rayleigh 15% better than
St. Cathe	erine	•		00			;	140 =		•••	y ₩. ⅓  	₩. 	Rayleigh 15% better than Catherine's.
St. Cathe	erine	's	20	25	120	110 130	·	140 =	= 570	•••	y W. ½	W	Rayleigh 15% better than Catherine's.
St. Catho	erine h	's	20	25	120 140 lial line,	110 130	·	140 =	= 570	•••	y W. ½		Catherine's.
St. Cathe	nerine h	's	20	00 25 Med	120 140 lial line,	110 130 1 to 21	·	140 =	= 570	•••	y ₩. ½	w	Catherine's.  [14% better than Trin Service.  Stentor 48% better than Cran.
St. Cathor Rayleigh	h	's	20	Med 110	120 140	110 130 1 to 21	·	140 = 160 =	= 570 = 655				Stentor  Stentor  Stentor  Steproice.  48% better than Trin Service.  48% better than Cran. 75% better than Barke 86% better than Taylo (80% better than Taylo
St. Cather Rayleigh	h		20	Med 110	120 140 lial line,	110 130 1 to 2\frac{1}{2}	·	140 = 160 = 123	= 570 = 655				Stentor { 14% better than Trin Service. Stentor 48% better than Cran. 75% better than Taylo Trinity   30% better than Barke Sawrice   54% better than Bark
St. Cather Rayleigh	h		20	Med 110 162 144	120 140 lial line,	110 130 1 to 2\frac{1}{2} 13 20 16	·	140 = 160 = 123 182 160	= 570 = 655				Stentor    Stentor   14% better than Trin Service.   48% better than Barke 86% better than Taylo   54% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 64% better than Barke 64% better than Barke 64% better than Barke 64% better than Barke 64% better than Barke 64% better than Barke 64% better than Taylo 64% better than Taylo 64% better than Barke 64% better than Taylo 64% better than Taylo 64% better than Taylo 64% better than Taylo 64% better than Taylo 64% better than Taylo 64% better than Taylo 64% better than Taylo 64% better than Taylo 64% better than Taylo 64% better than Taylo 64% better than Taylo 64% better than Taylo 64% better than Taylo 64% better than Taylo 64% better than Taylo 64% better than Taylo 64% better than Taylo 64% better than 74% bette
St. Cather Rayleigh	h		20	Med 110 162 144 90	120 140	110 130 1 to 2½: 13 20 16 8	= = = =	140 = 160 = 123	= 570 = 655 				Stentor    Stentor   14% better than Trin Service.   48% better than Barke 86% better than Taylo   Trinity   54% better than Barke 63% better than Taylo   63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 63% better than Barke 64% better than Barke 64% better than Barke 64% better than Taylo   64% better than Taylo   64% better than Barke 64% better than Barke 64% better than Taylo   64% better th
St. Cather Rayleight  1 2 3 4 5	h	  	20	Med 110 162 144 90 96	120 140 lial line,	110 130 1 to 2\frac{1}{2}: 13 20 16 8 8	= = = =	140 = 160 = 123	= 570 = 655 				Stentor  Stentor  Stentor  Stevice.  14% better than Trin Service.  48% better than Cran. 75% better than Taylo Service  30% better than Taylo Service  63% better than Taylo Cran*  18% better than Taylo Cran*  26% better than Taylo  (24% better than Stento
1 2 3 4	h h		20 22 medial	Med 110 162 144 90 96	120 140 lial line,	110 130 1 to 2\frac{1}{2} 13 20 16 8 8 part of 40	= = = =	140 = 160 = 123	= 570 = 655 				Stentor  Stentor  Stervice.  Stentor  14% better than Trin Service.  48% better than Barke 86% better than Taylo Trinity Service 54% better than Barke 63% better than Barke 63% better than Barke 26% better than Taylo Cran*  18% better than Taylo 18% better than Taylo Cran*  24% better than Stento 111% better than Trin Service.
1 2 4 5	h h	From	20	Med 110 162 144 90 96	120 140  Rial line,	110 130 1 to 2\frac{1}{2}: 13 20 16 8 8	= = = =	140 = 160 = 123	= 570 = 655 				Stentor  Stentor  Stentor  Stentor  14% better than Trin Service.  48% better than Cran. 75% better than Taylo Service  30% better than Cran. 54% better than Cran. 18% better than Taylo Cran*  18% better than Barke 26% better than Taylo  18% better than Taylo  18% better than Stento 111% better than Trin
1 2 3 4 5	h h	From	20 22 medial	Med 110 162 144 90 96 line to 1	120 140 lial line,	110 130 1 to 2\frac{1}{2} 13 20 16 8 8 part of \frac{1}{2}	= = = =	140 = 160 = 123	= 570 = 655 	  			Stentor  Stentor  Stentor  Stevice.  14% better than Trin Service.  48% better than Cran. 75% better than Taylo Service  154% better than Taylo Service  18% better than Taylo Cran*  18% better than Taylo Cran*  24% better than Taylo  24% better than Trin Service.  139% better than Tay and Barker.
1 2 4 2 4 2 4 5	h h	From	20 22 medial	Med 110 162 144 90 96 line to 1	120 140  Rial line,	110 130  1 to 2\frac{1}{2} 13 20 16 8 8 part of 40 43 26	= = = =	140 = 160 = 123	= 570 = 655 	  			Catherine's.   Catherine's.
1 2 4 2 4 2 4 5	h h	From	20 22	Med 110 162 144 90 96 line to 1 70 46 26 24	120 140 lial line,	110 130  1 to 21 13 20 16 8 8 part of 1 26 22 24	= = = = = = = = = = = = = = = = = = =	140 = 160 = 123	= 570 = 655 	  			Stentor  Stentor  Stentor  Stentor  14% better than Trin Service.  86% better than Cran. 75% better than Cran. 75% better than Taylo Service  18% better than Barke 63% better than Barke 63% better than Taylo Cran*  18% better than Taylo Cran*  24% better than Taylo Service. 139% better than Trin Service. 139% better than Trin Service. 139% better than Trin Service. 93% better than Bar and Barker. 71% better than Bar and Taylor.
1 2 3 4 2 5	h h	From	20 22	Med 110 162 144 90 96 line to 7 46 24 25	120 140  Rial line,  Western	110 130  1 to 2\frac{1}{2} 13 20 16 8 8 part of 40 43 26 22 24 stern pa	= = = = = = = = = = = = = = = = = = =	140 = 160 = 123	= 570 = 655 	  			Stentor  Stentor  Stentor  Stentor  14% better than Trin Service.  86% better than Cran. 75% better than Cran. 54% better than Cran. 54% better than Taylo 54% better than Taylo 18% better than Barke 26% better than Taylo 18% better than Taylo 11% better than Trin Service. 139% better than Tay and Barker. 71% better than Trin Service. 93% better than Bar and Taylor. Trinity Service 13% better th Barker and Taylor.
1 2 3 4 5 1 2	h h	From	20 22 medial	Med 110 162 144 90 96 line to 1 70 46 26 24 25	120 140 lial line, Western	110 130  1 to 2½ 13 20 16 8 8 part of 40 43 26 22 24 stern pa	= = = = = = = = = = = = = = = = = = =	140 = 160 = 123	= 570 = 655 	  			Stentor    Stentor
1 2 3 4 5 1 2 1 2	h h	From	20 22	Med 110 162 144 90 96 line to 7 46 24 25 stedial list 50	120 140  Rial line,  Western	110 130  1 to 2\frac{1}{2} 13 20 16 8 8 part of 40 43 26 22 24 stern pa 21 26	miles = = = = = = = = = = = = = = = = = = =	140 = 160 = 123	= 570 = 655 and ba miles.	  			Stentor    Stentor   Stentor   Stentor
1 2 3 4	h h	From	20 22 medial	Med 110 162 144 90 96 line to 1 70 46 26 24 25	120 140  lial line,  Western	110 130  1 to 2½ 13 20 16 8 8 part of 40 43 26 22 24 stern pa	= = = = = = = = = = = = = = = = = = =	140 = 160 = 123	= 570 = 655 	  			Stentor  Stentor  Stentor  Stentor  Stevice.  18% better than Cran.  75% better than Cran.  75% better than Taylo  Trinity Service  18% better than Barke  63% better than Barke  18% better than Taylo  Cran*  Service.  139% better than Trin Service.  139% better than Trin Service.  139% better than Trin Service.  93% better than Bark  and Barker.  71% better than Bark  and Taylor.  Trinity Service 13% better th  Barker and Taylor.  Stentor  9% better than Barker  18% better than Tay  and Cran.

<sup>•</sup> Very short shrill ending of blast only heard.



APPENDIX II.

Tabular Statement giving Particulars of Instruments used in the Experimental Trials.

EXPERIMENTAL TRIALS. THE STATEMENT GIVING PARTICULARS OF INSTRUMENTS USED IN

Horse-power and air used are those required for two sirens. Port areas given for one siren only. Band was placed over high ports during latter part of experiments. Remarks. Low. 67 1 124 153 ı I the horse-power required for con-tinuous blast. High. 134 Net 616 308 67 103 1 Low. 16 tis to teet old nO noses red beau to the form of the f 26 ١ 36 ı High. 1 130 65 16 14 Low. 182 100 86 ١ 1 ١ snoitstdiV second. **Det** High. 295 234 234 250 295 ١ Low. ဓ္တ 1 22 ı I Bounding pres-High. ಜ್ಞ 8 1 22 8 (sq. ins.) 9.75 ₹*1*.9 4.5 1 1 1 Width. (ins.) .8125 Low note ports. .175 .462 1 I ١ Length. SIRENB. (ins.) 1 ł ١ ١ # 8 Details of siren. No. 16 1 38 1 (sq. ins.) Area. 16.5 3.15 3.58 6.3 33 1 Width. (ins.) High note ports. .175 .785 .176 785 .175 Ī Length. (ins.) .625 7 13 ı 7. Š. 7 **±** ı 8 24 Girdleness (Northern Com- 7-inch cylindrical, motor missioners).

Girdleness (Northern Com- 7-inch cylindrical, motor missioners). Experimental sirens (Trinity 5-inch disc, motor driven House).

Experimental sirens (Trinity 5-inch cylindrical (for 60 lbs. pressure automatical). 7-inch disc, motor driven Two 5-inch cylindrical, automatically driven. Description. Caskets (Trinity House) .... St. Catherine's (Trinity House). Station and service to which signal belongs.

Bemarks				After first experiments pitch was lowered.	
Net horse- power re- quired for continuous blast.	21	67	88	69	<i>L</i> .
Cubic feet of air used per second of blast at atmospheric pressure.	a	12	٠,	.67	.67
Vibrations per second.	265	a bout	about 353	496 397	about 440
Sounding pressure of reed. 1bs.	120	0#	<b>4</b> 0	16	ъ
Details of reeds.	One nickel steel reed 44 fnches long by 14 inch wide	Three steel reeds in one trumpet	Originally six reeds, but afterwards two, in one trumpet	One steel reed 3ff inohes long by f inoh wide	One steel reed 34 inches long by 4 inch wide
Description.	:	Barker	Taylor	:	Manual
Name of manufacturer or owner of signal.	Pintsch's Patent Lighting Co., Ltd Stentor	Fawcett, Preston, & Co., Ltd., Liverpool Barker	John Taylor, Liverpool	Trinity House Service Horn	Trinity House

REEDS.

# APPENDIX II.—continued.

## SIREN TRUMPETS.

Station and Service to which Signal belongs.	Diameter at Siren.	Diameter at mouth of Trumpet.	Total length of Trumpet.	Description of Trumpets.
	ins.	ft. ins.	ft. ins.	
St. Catherine's (Trinity House).	5	3 6	<b>22</b> 0	Two vertical cast iron, with copper bell-mouth tops 6 ft. diameter over rim; the horns being separated by an angle of 120° between their axis.
Girdleness (Northern Commissioners).	7	4 0	16 0	Cast iron, bent so that about 11 ft. 6 ins. is horizontal or can be dipped. No bell on mouth.
Caskets (Mushroom) (Trinity House).	7	2 04	22 0	Vertical cast iron, with mushroom top, 6 ft. diameter and 3 ft. opening. Diameter of throat at bottom of mushroom 2 ft. 0g ins.
Caskets (with Bardsey top) (Trinity House).	7	3 6	24 6	Vertical cast iron, with copper bent top, and bell-mouth 6 ft. diameter over rim.
French Horn (French Lighthouse Service).	5	1 11/2	4 6	Vertical brass, with bent top, and bell-mouth 1 ft. 111 ins. diameter over rim.
Siren Trumpet made to Lord Rayleigh's design:				
(i.) Small	5 {	ellipse 1 1 <del>1</del> ×4 10‡	20 0	Horizontal cast iron, gradually tapering from 5-inch circle to ellipse. No bell mouth.
(ii.) Large	5 {	3 7½ ×7 4½	20 0	Horizontal wrought iron, gradually tapering from 5-inch circle to ellipse. No bell mouth.

## REED HORNS.

Name of Manufacturer or Owner of Signal.	Diameter at Reed.	mou	eter at th of ern.	leng	tal th of orn.	Description of Horns.
Pintsch's P. Lighting Co.,	ins.	ft.	ins.	ft.	ins.	•
Ltd.— (Stentor)	12	. 0	9	4	7	Vertical brass, with bent top and bell mouth, lft. lains. diameter over rim.
Fawcett, Preston & Co., Ltd.— (Barker)	4	1	6	11	6	Horizontal copper, without bell mouth.
John Taylor— (Taylor)	3	0	9	6	0	Horizontal cast iron.
Trinity House— (Cork) i	2	o	10‡	10	71	Vertical brass, with bent top and bell mouth, 1ft. 93ins, diameter over rim.
" ii	2	1	4	11	0	Horizontal steel, without bell mouth.
Trinity House— (Manual)	2	0	71/2	8	21	Vertical brass, with bent top and bell mouth 1ft 4ins. diameter over rim.

( . , • , · .

•

## APPENDIX III.

## Diagrams shewing Details of Instruments.

DIAGRAM I.—Five-inch cylindrical siren.

DIAGRAM II.—Seven-inch cylindrical siren (Scottish).

DIAGRAM III.—Seven-inch disc siren (experimental).

DIAGRAM IV.—Details of reeds.

DIAGRAM V.—St. Catherine's trumpets.

DIAGRAM VI.—Vertical trumpet—(1) Bent head; (2) Mushroom head.

DIAGRAM VII.—Rayleigh trumpets.

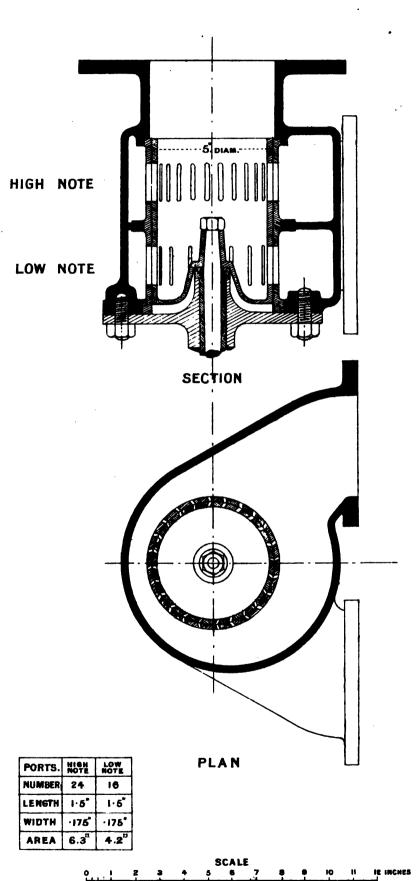
DIAGRAM VIII.—1. Scottish trumpet.

2. Reed-horns.

• ı : . .

- STCATHERINES. -

FIVE INCH CYLINDRICAL SIREN. -



1709.10.0

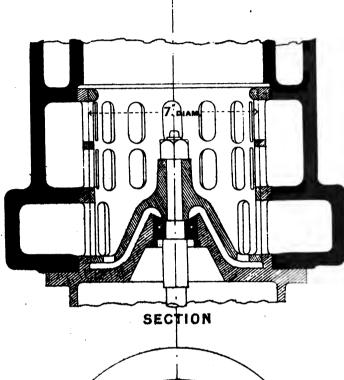
• • • . • 

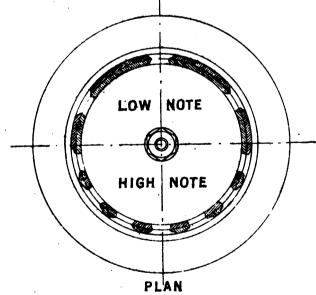
HIGH NOTE.

LOW NOTE.

## SEVEN INCH CYLINDRICAL SIREN -

(SCOTTISH-GIRDLENESS)





PORTS	HIGH	HOTE
NUMBER	14	6
LENGTH	3:	2.
WIDTH	·785	.8125
AREA.	33"	9·75°

SCALE
0 1 2 3 4 5 6 7 8 9 10 11 12 INCHES

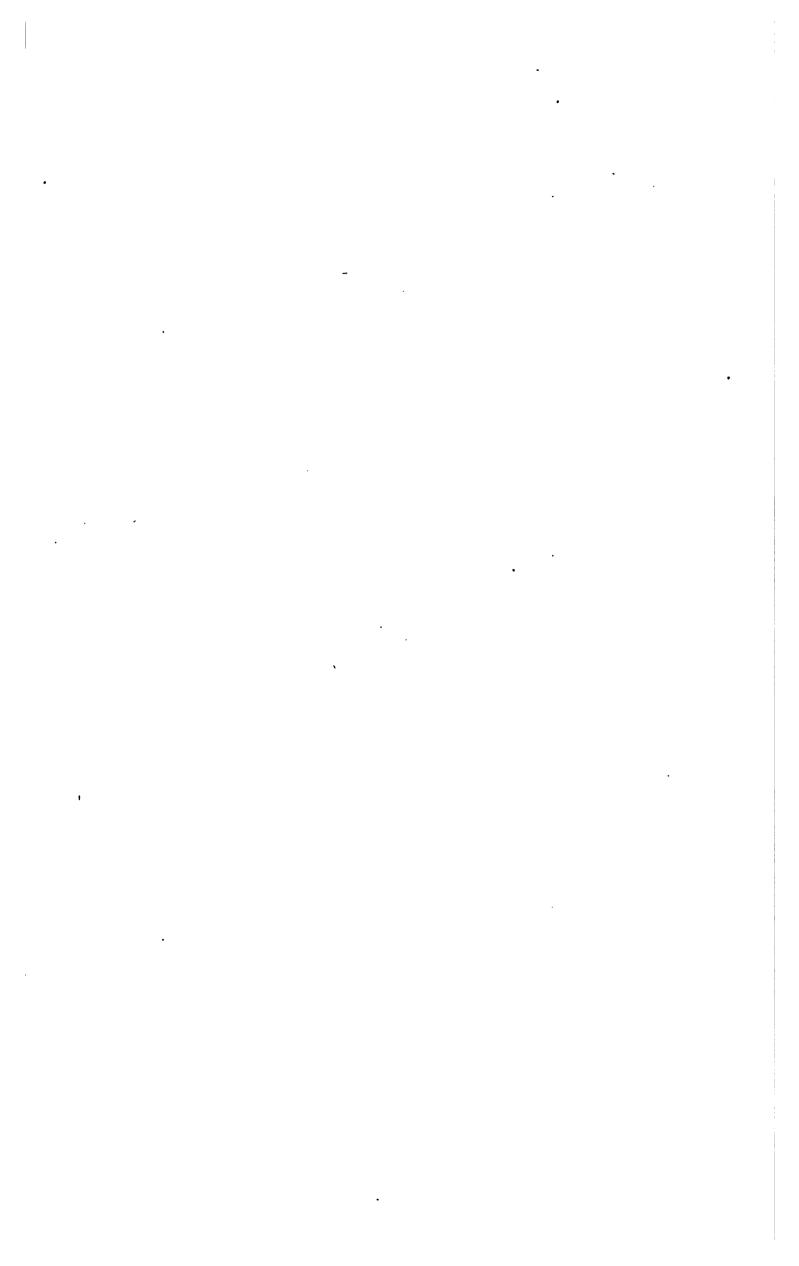
• . •

## EXPERIMENTAL SEVEN INCH DISC SIREN TRINITY HOUSE PATTERN. -

SECTION NUMBER 18 PLAN 18. WIDTH -462. ARSA. 6-74"

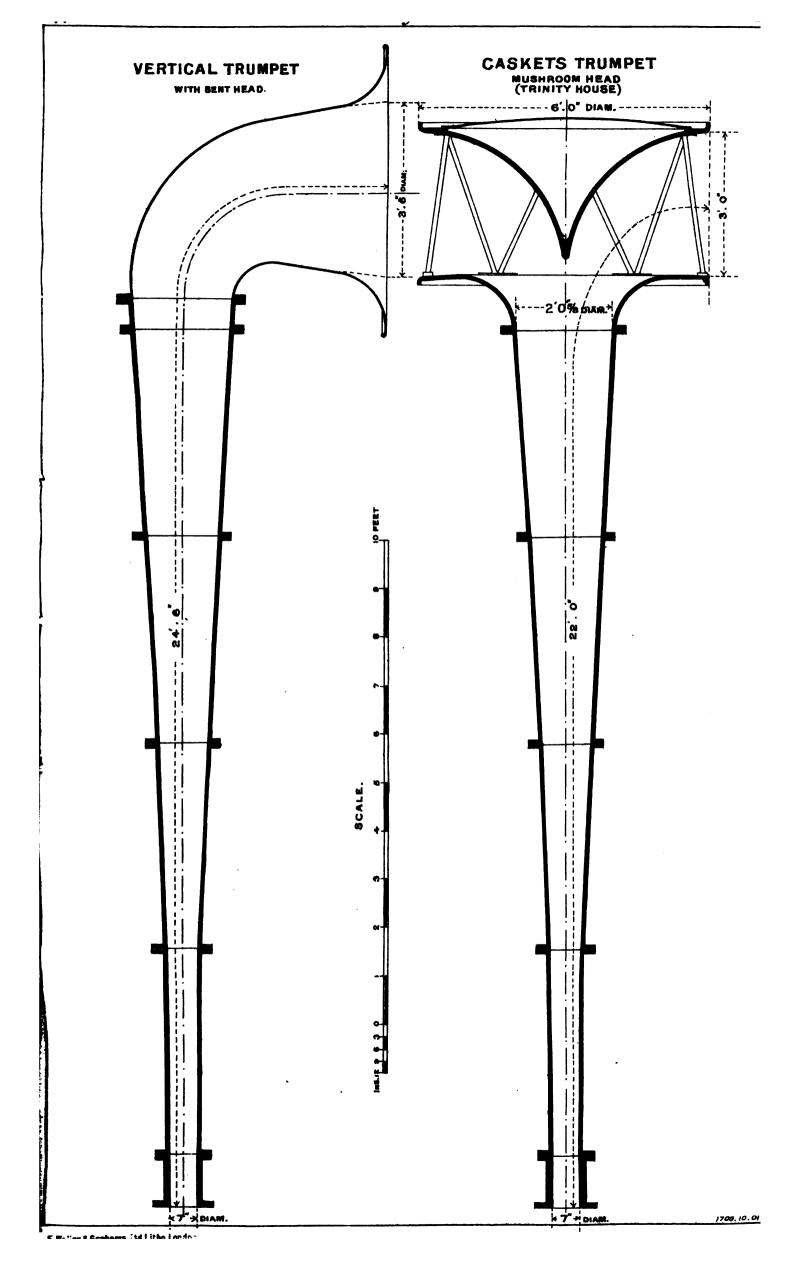
PORTS

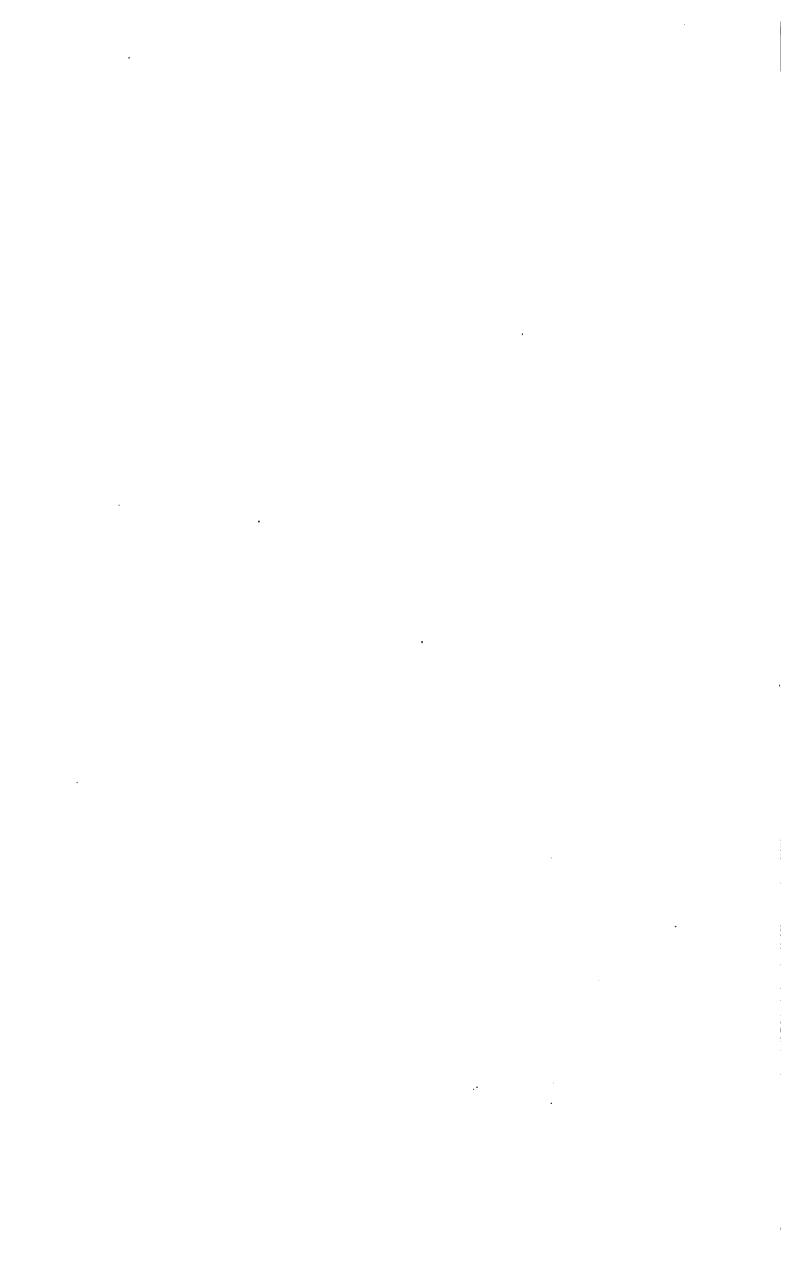
LENGTH

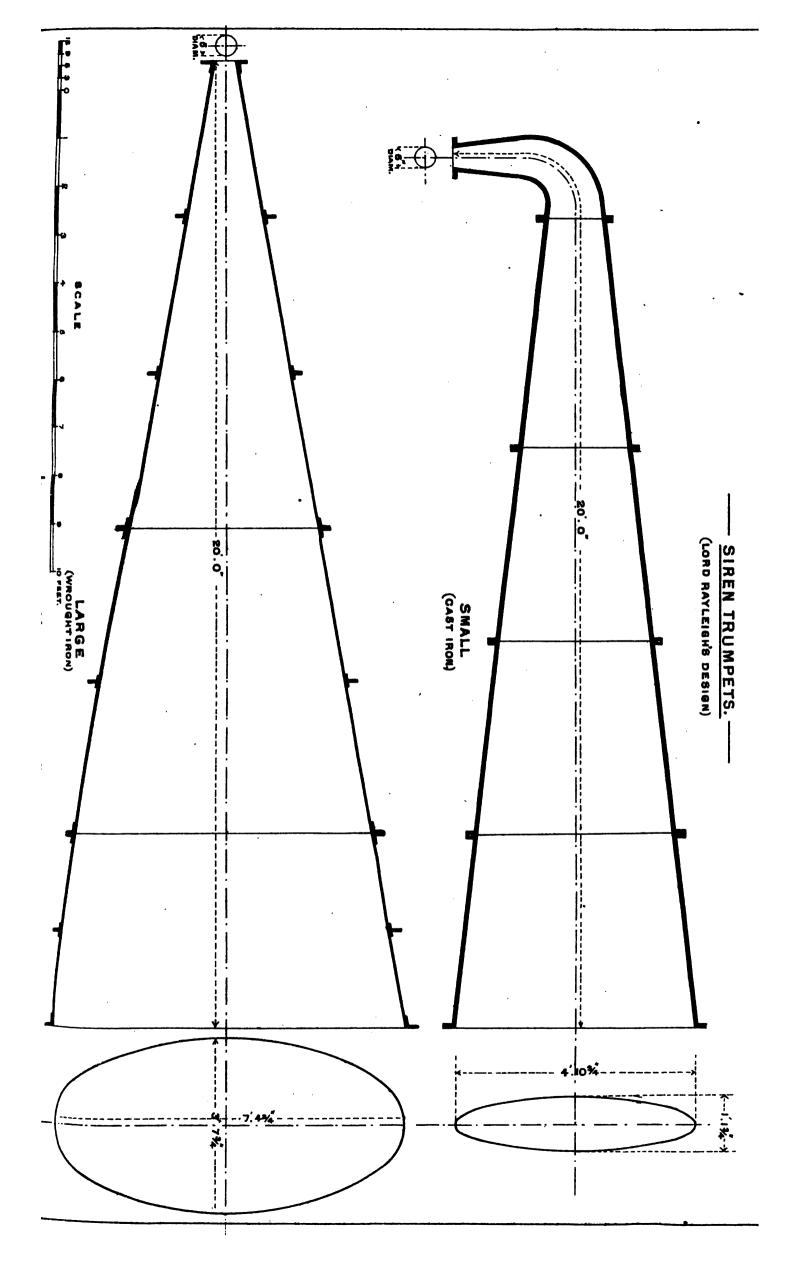


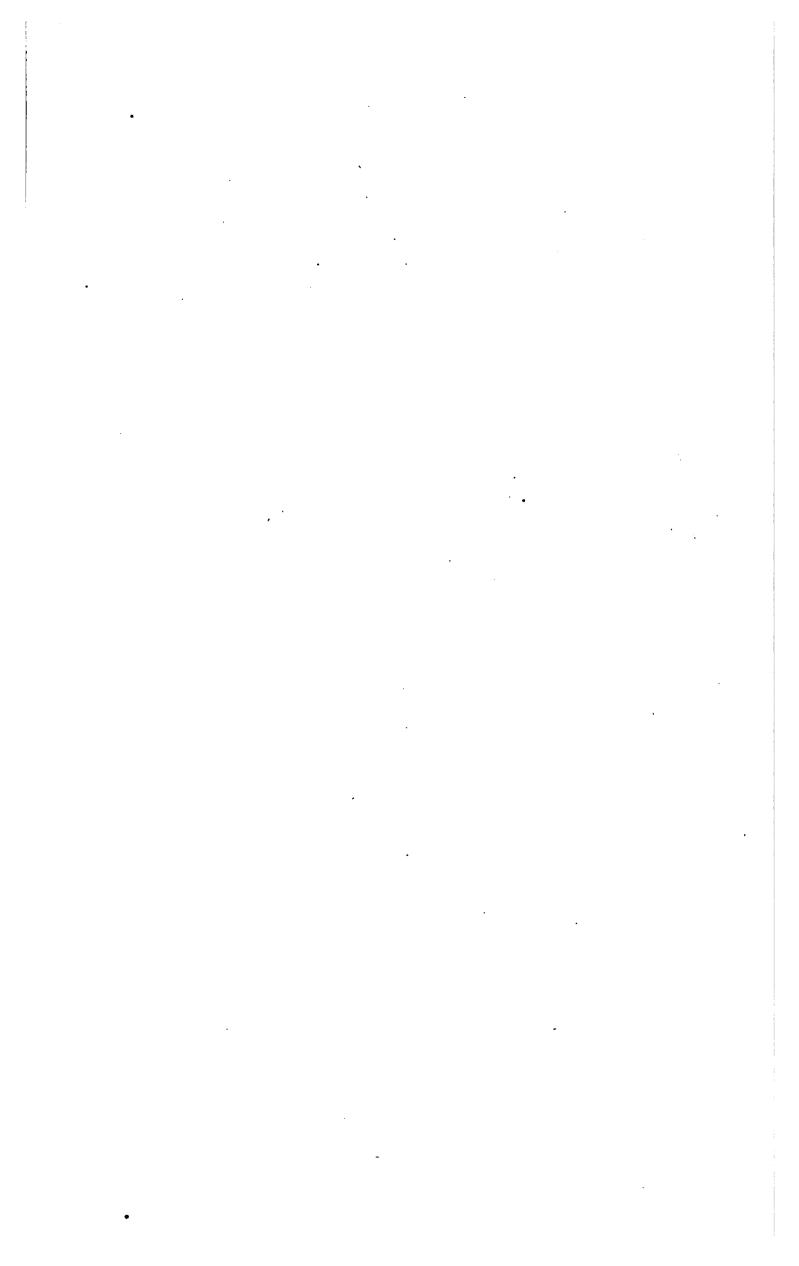
· . • . • . •

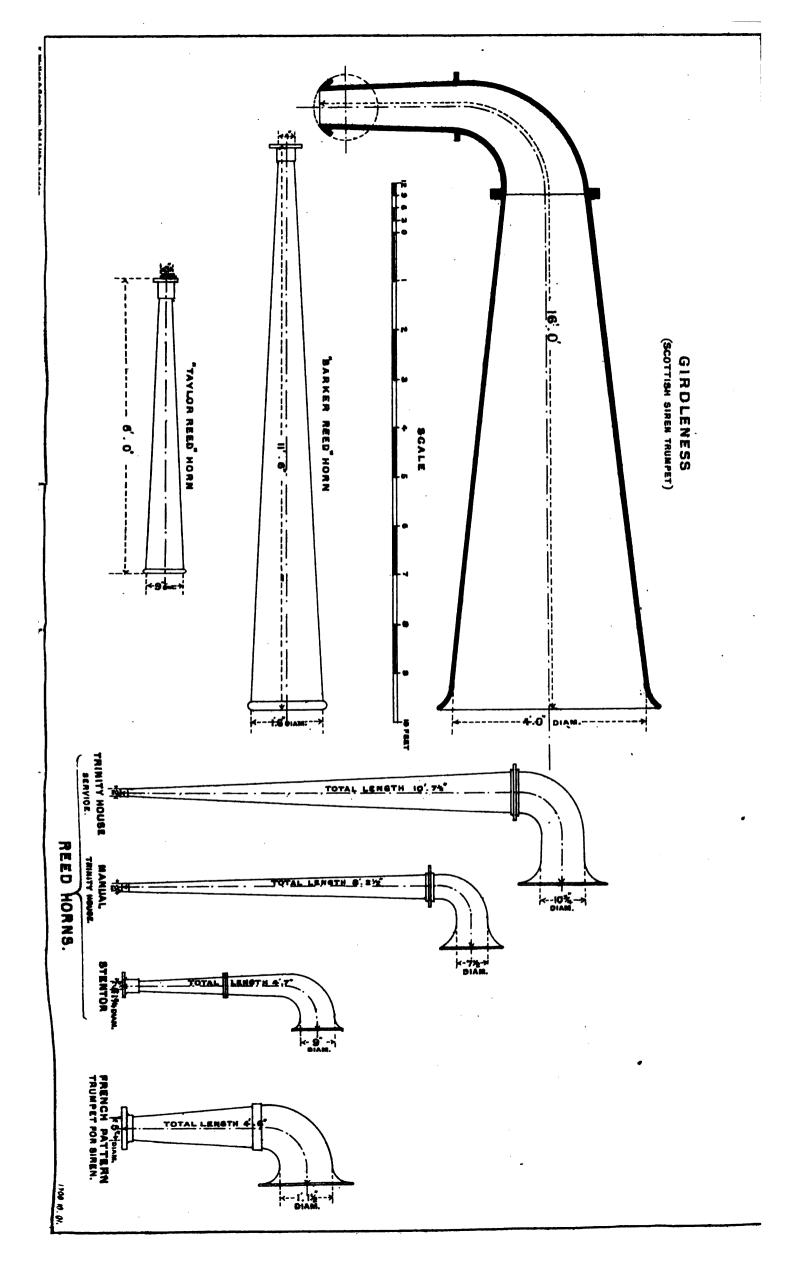
1 . • . • • 

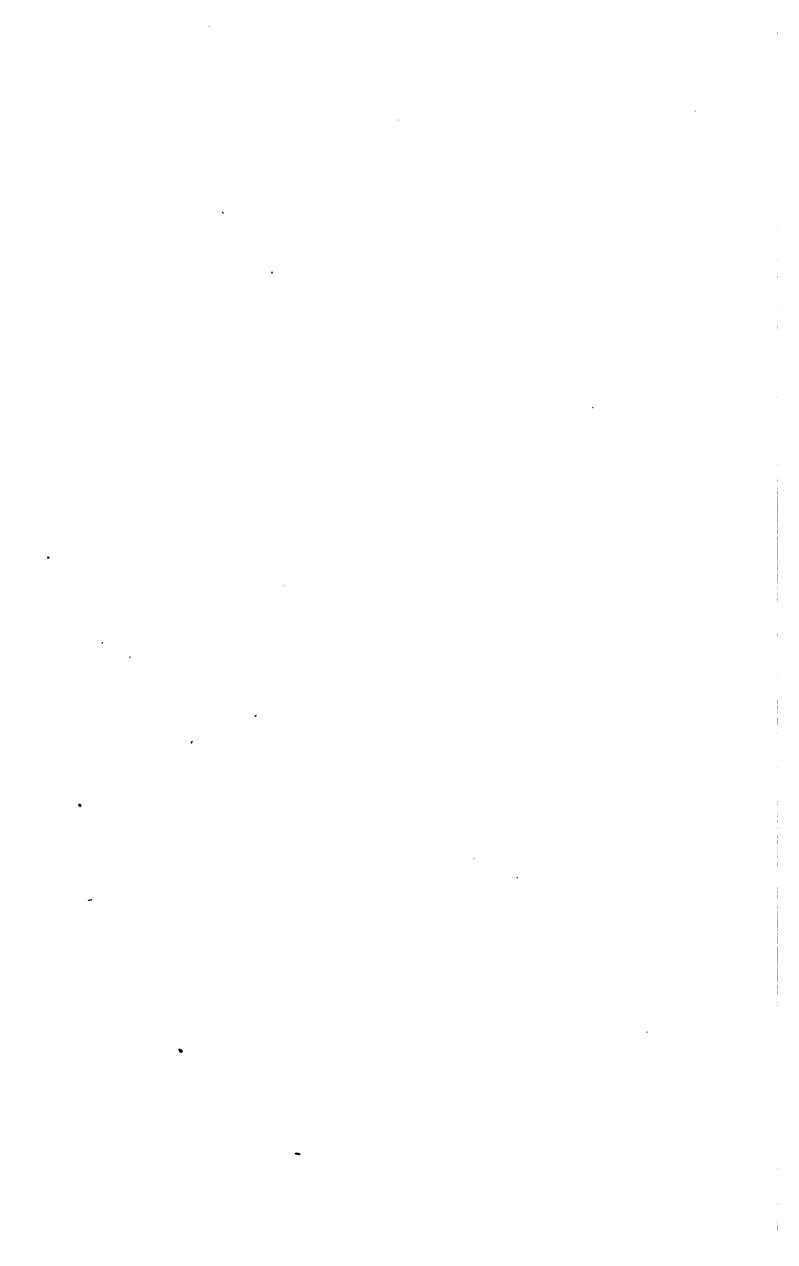












## APPENDIX IV.

## Plates shewing Disposition of Instruments at St. Catherine's

PLATE I.—Arrangement of instruments at St. Catherine's.

PLATE II.—Siren trumpets at St. Catherine's.

PLATE III.—Siren trumpets and reed-horns at St. Catherine's.

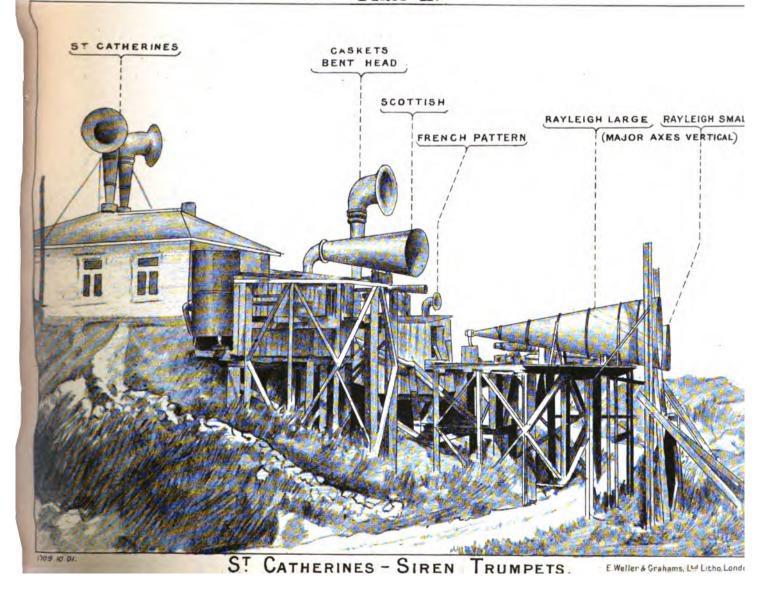
PLATE IV .- Reed-horns at St. Catherine's.

PLATE V.—Rayleigh trumpet with screen at St. Catherine's.

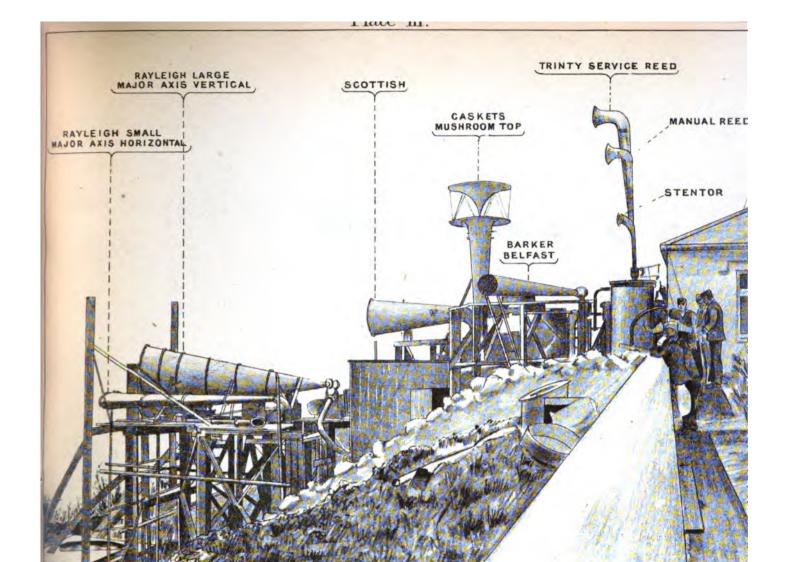
•



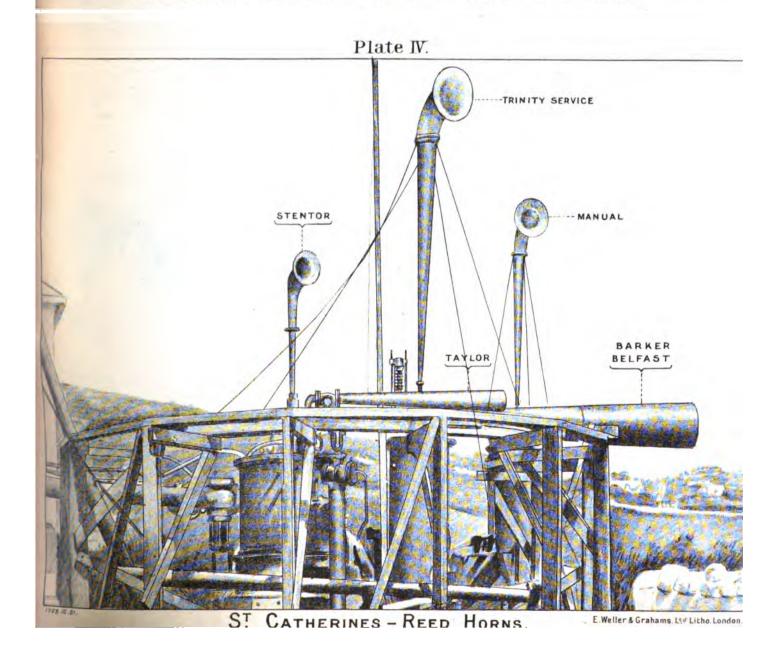
# Plate II.



• • • .

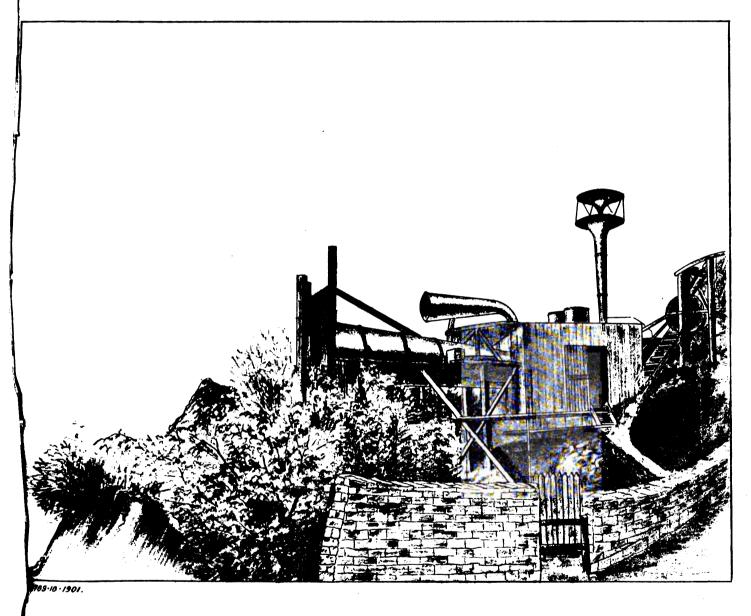


ST CATHERINES - SIREN TRUMPETS AND REED HORNS.

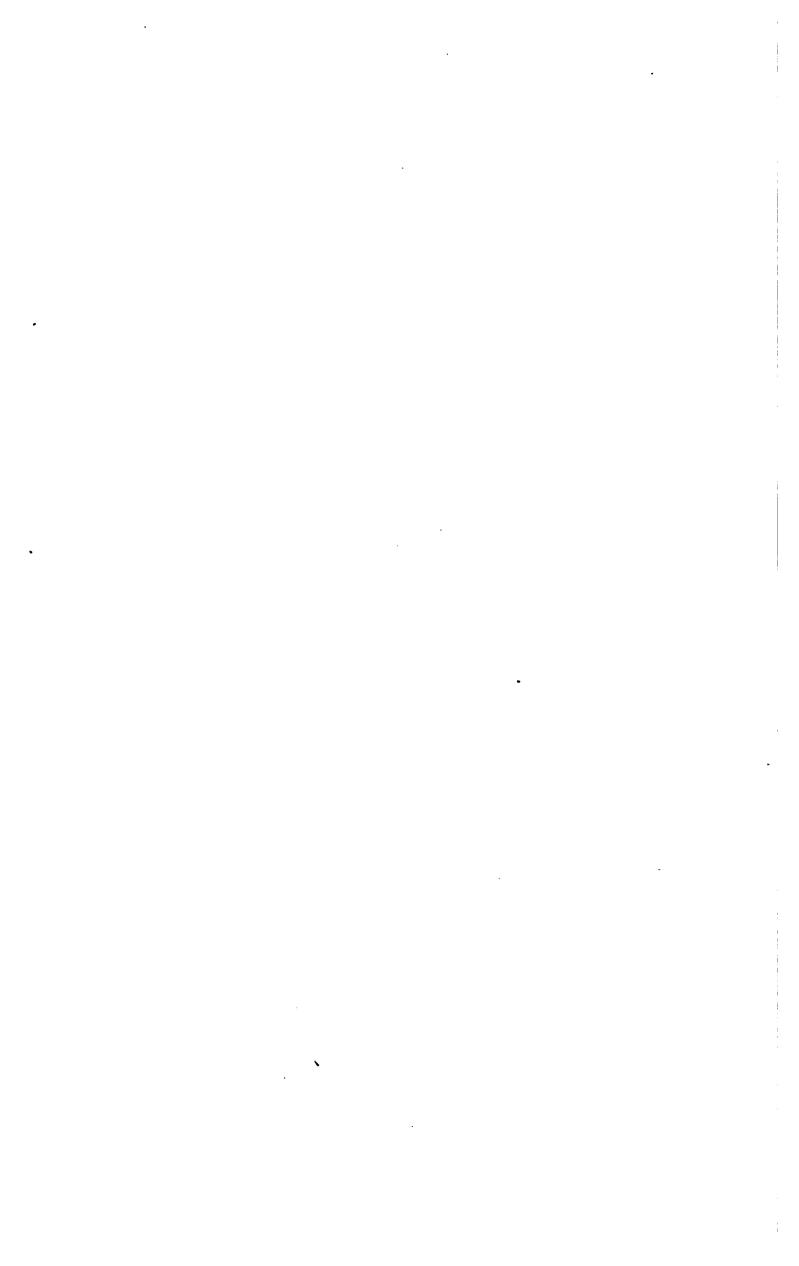


	·			
			- •	
			-	!
		·		

Plate V.

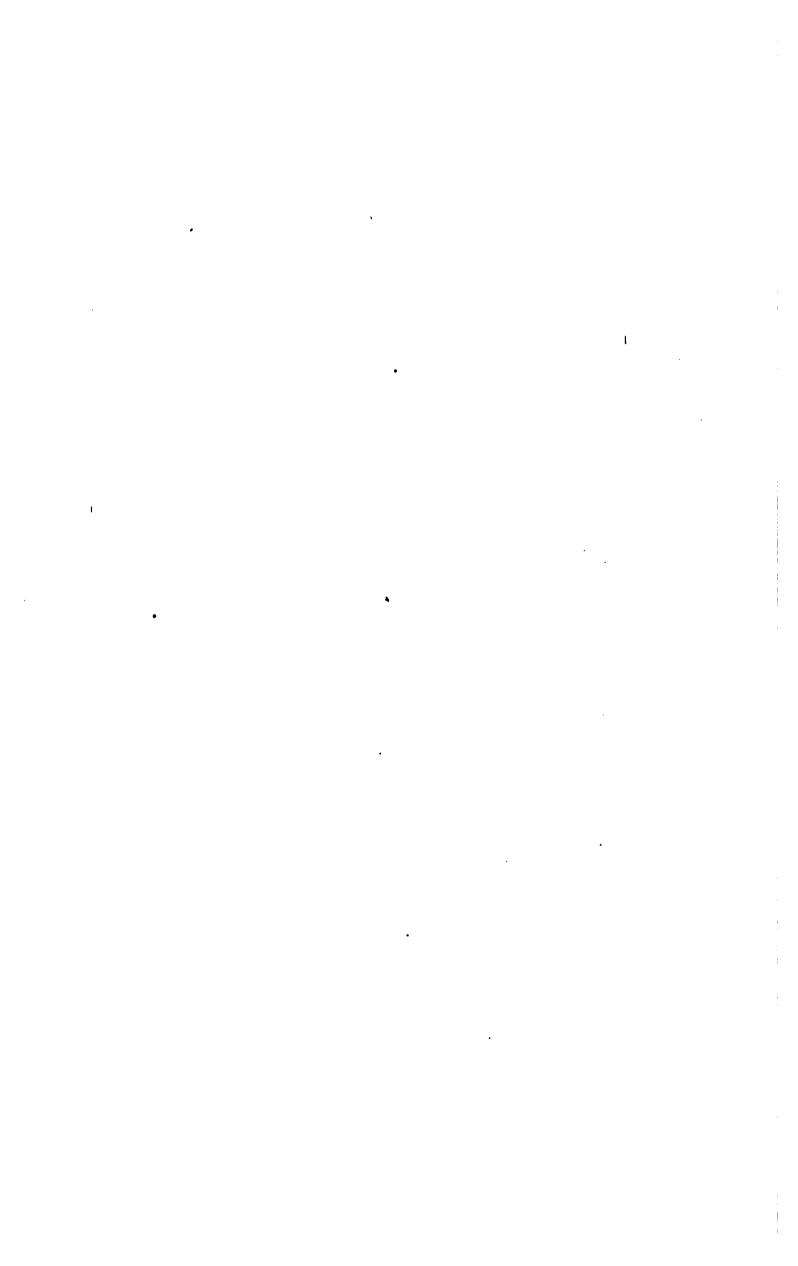


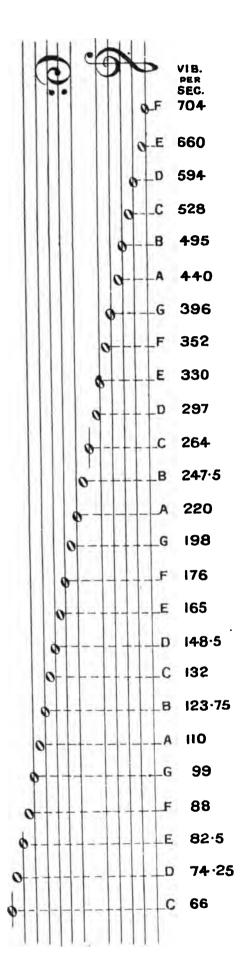
RAYLEIGH TRUMPET WITH SCREEN.



# APPENDIX V.

Musical Scale.





--- MUSICAL SCALE OF 3% OCTAVES SHOWING -

NUMBER OF VIBRATIONS PER SECOND FOR EACH NOTE.

	•		
		•	
•			

### APPENDIX VI.

## Letter from Commissioners of Northern Lighthouses.

Northern Lighthouse Board, Edinburgh, 7th March, 1901.

SIR,

WITH further reference to your letter of 18th ultimo, regarding proposed trials of Coast Sound Signals, I am directed by the Commissioners of Northern Lighthouses to transmit, for the consideration of the Elder Brethren of the Trinity House, the following points which they are of opinion it would be useful to definitely settle, if time and funds can be set aside for the purpose:—

- 1. Which is most efficient, a siren using a given mass of air at, say 60 lbs. pressure, or a larger siren with larger ports, using an equal mass of air at say 30 lbs. pressure, the pitch of the note and length of blast being the same in both cases?
- 2. What is the minimum length of blast necessary to obtain practically full efficiency?
- 3. Whether is say a 7-second blast, or say a 5-second blast, most efficient, with the same total mass expenditure of air and pitch?
- 4. What is the lowest pitch of note that is effective?
- 5. Are two sirens of small size better than one siren of large size, the total mass expenditure of air, pitch, and length of blasts being the same?
- 6. Is the difference of the power of localization of a low and a high note of practical consequence, the two notes of course having first been equalised as regards carrying power?
- 7. In a double note siren, what is the best difference of pitch for the notes; should it be a full octave, or a one-ninth or one-sixth, or other interval?
- 8. Does the dipping of the axis of a horn below the horizontal lead to its more efficient action against a wind. How much dip is desirable in proportion to height?
- 9. Is a horizontal trumpet or a vertical trumpet the better, or no trumpet at all with a reflector?
- 10. What is the effect of elevation in position on the efficiency of fog signals, and whether, in the case of a cliff, it is preferable to place the horn on the top or down the face?

In making the experiments the following matters—which have been found by experience to influence the results—should, the Commissioners think, be kept in view.

In comparing the carrying power of 2 sounds, they should be sounded one immediately after the other at an interval of not more than 3 seconds, if possible, and their order of sounding should be reversed occasionally during the experiment.

The pitch of the notes and length of the blasts must be the same, unless the effect of difference of pitch or the difference of length of blast is being tested.

The mass of air used per second in each blast should be determined, from which the motive power absorbed can be deduced.

Any judging of the comparative loudness of sounds is not a test of their efficiency—running out to the limit of the range of their audibility is alone a test of the relative efficiency.

No tests of any kind should be made down the wind, it is only against the wind that useful experiments can be made.

It would facilitate the making of the experiments if a buoy were dropped at or near the limit of audibility for each experiment.

Assuming that the observations are to be made from the deck of a vessel, they should be made from one definite position in the ship—the observer's position with regard to deck houses, &c., being the same. A deck house, for example, behind an observer, makes a sound more easily heard.

K

The Commissioners presume the experiments will be confined to sound signals, but they are of opinion that if they could be extended to include a trial of Mr. Charles A. Stevenson's proposal to substitute for sound signals electric signals transmitted by a cable laid on the sea bottom, with a recorder on the vessel, important results might be obtained. The cable, which should be an armoured one of low resistance, about 3 ohms per knot, might be laid in a semicircle with a radius of say 5 or 3 miles off the lighthouse, and the signals sent through it by a dynamo driven by engines, and with a telephonic and bell recorder on the vessel.

It is thought that the Hertzian wave system need not be tried, as the locating of the position either as regards direction or distance is at present impossible with it.

I am, &c.,
(Signed) C. DICK PEDDIE,
Secretary.

The Secretary,
Trinity House, E.C.

[From a perusal of the report it will be found that the questions referred to in the above letter have been considered and dealt with where possible.]

### APPENDIX VII.

## Correspondence with Advisory Committee of Shipowners.

#### REED HORNS.

Trinity House, London, E.C., 26th February, 1901.

DEAR MR. COOKE,

AT the recent meeting at the Board of Trade of the Advisory Committee on Lighthouses you are probably aware that the Deputy Master alluded to some fog signal experiments contemplated by the Trinity House, and intimated that a reed horn as used in Belfast Lough (which was strongly commended by one of the members of the Committee) should be tested against the siren signal as used in the lighthouse service.

In the necessary preliminary inquiry relating to this test it has been ascertained that to mount a fac simile of the Belfast horn for comparative trial would involve an outlay of about £500 pounds, while, on the other hand, an instrument on the reed principle known as the "Stentor," said to be an exceedingly powerful instrument of its kind, can be set up at a comparatively small cost, it being understood that the inventor is willing to lend an instrument for trial on very advantageous terms. In these circumstances the Deputy Master thinks it would be well to take advantage of the inventor's offer and use the Stentor horn for the purpose of making all comparisons with reed horns versus sirens and other sound producers, but before deciding upon this point he would be glad to be favoured with the views of the members of the Advisory Committee on the subject. It would of course be possible, if considered necessary at any time afterwards, to test the Belfast horn against the Stentor.

Captain Vyvyan also wishes me to say that it is proposed to commence the trials on 8th May next at St. Catherine's Point, in the Isle of Wight, and, knowing the great interest taken by shipowners in the development of the use of sound for signalling purposes at sea, that the Elder Brethren will have much pleasure in affording any of the members of the Advisory Committee every facility for observing any of the trials in which they may be interested.

E. PRICE EDWARDS. (Signed)

5, Whittington Avenue, Leadenhall Street, E.C. March 28th, 1901.

DEAR SIR,

I BÉG to inform you that I laid your letter of the 26th ult. before this Committee at their meeting on the 21st inst.

In reply, I was instructed to convey the thanks of the Committee to the Elder Brethren for their invitation to attend the fog signal experiments commencing on 6th May next at St. Catherine's Point, Isle of Wight, and to acquaint you that one or two members of the Committee hope to be able to attend the experiments, and that they desire to be accompanied by their nautical superintendents.

I was, at the same time, instructed to state that my Committee would be glad to be favoured as early as possible with some information as to the arrangements which the Elder Brethren propose to make for the reception of the members of this Committee during the progress of the trials.

This Committee would also desire to know beforehand particulars of the experiments proposed to be carried out.

In reference to your remarks in your letter of 26th ult., the Committee are desirous that I should state that, of course, they will be very pleased to consider any experiments made by the instrument to which you refer, which is on the reed principle and known as the Stentor, but the opinion of the Committee is very strongly that the reed horns which are in use in Belfast Lough, and which are so well reported upon, should also be experimented with. I was desired to impress this upon you emphatically, and I beg to enclose for your information a statement in regard to the fog signals in use in Belfast Lough.

Mr. John Taylor, engineer, of Liverpool, has brought out an improved reed horn which he claims to be superior to the horns at Belfast, and it is understood that he is willing to supply free of charge the sound producing portion of this horn for the experiments, and I would suggest that you should communicate with Mr. Taylor.

My Committee presume that the Trinity House will be in a position to supply compressors to work the horns, and that the makers of the various sounding instruments will be allowed to be present both on board the steamer and at the place where the instrument is placed.

Yours faithfully,

W. H. COOKE,

E. Price Edwards, Esq., Trinity House, London, E.C. Hon. Secretary.

(Copy.)

#### FOG SIGNALS IN USE IN BELFAST HARBOUR.

### No. 1 Lighthouse

Is a three reed horn, Barker's patent, manufactured by Messrs. Fawcett, Preston, & Co., of Liverpool, is driven by a 4-brake horse-power vertical oil engine manufactured by Campbell, of Halifax, is pronounced by shipmasters to be a great success and is considered to be about the most distinctive fog signal on the Irish coasts. It was built to carry five miles, but, as a matter of fact, has been heard at a distance of ten miles; total cost, fitted up ready for use, £365.

#### Twin Island Lighthouse

Is a double horn with single reeds, driven by a horizontal 6-brake horse-power oil engine by Campbell, of Halifax; the horns, &c., were manufactured by Messrs. Stevens & Struthers, of Glasgow, who do the Northern Lights Board work. It is also a great success.

Neither of these horns give any trouble in working, as they are handled by unskilled seamen, and the action in the sound signals is automatic. The total cost of the Twin Island horn, ready for use, was £325; cost of house to contain machinery, &c., and extras, £172. In the case of No. 1 lighthouse no extra building was necessary, but changes for boats, men, tugboats, fitting up, &c., are all included.

Trinity House, London, E.C., 2nd April, 1901.

DEAR SIR,

I BEG to acknowledge the receipt of your letter of 28th ult. on the subject of the proposed fog signal experiments at St. Catherine's Point, Isle of Wight, which I have duly laid before the Trinity House Fog Signal Committee.

In reply, I am requested to inform you that while it will give the Elder Brethren much pleasure to receive such members of the Advisory Committee as may be able to attend the trials, they regret that they cannot extend the invitation to their nautical superintendents, especially as they think it may be assumed that the members of the Trinity House Fog Signal Committee will possess all requisite nautical knowledge concerning the use of fog signals and the needs of mariners in respect thereof, and will be able to give the attending members all necessary information on the subject, and they will also have the advantage of the scientific knowledge of Lord Rayleigh in the conduct of the experiments.

With reference to your request to be informed of the arrangements proposed to be made for the reception of the members of the Advisory Committee during the progress of the trials, I am to observe that it is doubtful whether the members attending the trials would wish to go through the whole complex programme which must necessarily be carried out, involving frequent repetitions of the comparisons under varying conditions of wind and weather, and trials of detailed arrangements in which they would probably have little interest. It is, however, hoped that it may be possible on one or two days towards the end of May to exhibit results of a practical character which the members of the Advisory Committee would be able readily to appreciate.

As soon as such a demonstration can be arranged, the Elder Brethren will take care to give you timely notice thereof, and would suggest that the members attending should be at Portsmouth or Southsea on the evening before the day arranged, join the "Irene" the next morning, and be landed again at night after witnessing the trials arranged. This programme could be repeated if necessary on the following day or days, it being understood that while on board the "Irene" the members will be the guests of the Elder Brethren.

As regards your request to be furnished with particulars of the experiments proposed to be carried out, I am requested to inform you that in the practical working of the coast sound signal system for the warning of mariners in time of fog sundry questions have

from time to time arisen in connection with the sound producing instruments employed which require to be determined by experimental trial, and this necessity has led to the institution of the proposed series of experiments.

The sirens now in use are sounded by means of compressed air, and although the apparatus is theoretically adjusted to give the best results, it is considered essential to determine if possible by practical observations of effects produced, the pressure on the square inch, and the volume of air admitted to the siren chamber, which respectively, and in conjunction, yield the best sonorous effect and enables the sound to penetrate to the greatest distance at sea in all weathers.

This involves questions connected with the diameter of the siren cylinder and the port areas cut in it, and is in great measure an engineering matter. There is also the question of the form and material of the trumpet or projector which requires further experimental investigation and will entail numerous trials, with the object of determining how arcs of, say from 60° to 180° or even 360° may most completely be covered by effective sound in time of fog, and also as to the proper angle at which the axis of the trumpet should be fixed relatively to the horizon and the sea level.

Further points for experiment will be on the relative values of notes of different pitch and the number of vibrations in the sound wave most suitable for producing a note of the greatest penetrating power.

The question whether reflectors can be made serviceable for augmenting the sound emitted in the direction required is also regarded as one of importance deserving a practical test. After these trials will follow the comparison of instruments sounded on the siren principle with those sounded by means of reeds as respects their relative efficiency for fog signal purposes. In this connection the Elder Brethren have arranged to test the reed horns in use in their own service in comparison with the Stentor horn, and also with the reed horn of the type used in Belfast Lough, and each of them against the service siren as now used, which it is understood will meet the views of the Advisory Committee.

In reference to the improved reed horn of Mr. John Taylor, of Liverpool, I am requested to say that as the Elder Brethren have no knowledge of the instrument or of its patentee, they will be obliged if you will be so good as to suggest to Mr. Taylor that he should communicate with the Trinity House.

In reply to the concluding paragraph of your letter, I am to inform you that the Trinity House will be in a position to supply compressed air up to a pressure of 60 lbs. on the square inch to work the horns which are to be subjected to trial, and that, with some restrictions to be imposed by the Trinity House engineer, the maker or patentee of any horns will be allowed to be present at the place where his instrument is set up, but that it is not, in the opinion of the Elder Brethren, desirable that he should be with the observing party on board the steamer, who would be the judges of the performance of his instrument.

I am, &c.,

(Signed) E. PRICE EDWARDS.

W. H. Cooke, Esq., Hon. Sec.,
Advisory Committee on New Lighthouse Works,
5, Whittington Avenue, Leadenhall Street, E.C.

5, Whittington Avenue, Leadenhall Street, E.C., 17th April, 1901.

DEAR SIR.

I BEG to inform you that your letter of the 2nd inst., has now been submitted to the members of the Advisory Committee and that I am instructed by the Chairman of the Committee (The Hon. J. C. Burns of Glasgow) to inform you that the Advisory Committee much regret that the Elder Brethren cannot see their way to allow the members of the Advisory Committee to be accompanied by one or two of their marine superintendents or ship's captains at the proposed fog signal experiments. The Chairman, also, desires me to state that, with all due respect to the nautical knowledge of the Fog Signal Committee of the Trinity House and to the scientific acquirements of Lord Rayliegh, the members of the Advisory Committee adhere to their view that in such a matter as that of the proposed fog signal experiments, the opinion of practical navigators of the present day who are in the constant habit, in the course of their professional pursuits, of hearing fog signals at sea is, and must be, of very great value.

I am, further, directed to state that the Advisory Committee note that towards the end of May it is proposed to exhibit for their information results of a practical character and they desire me to convey to the Elder Brethren their best thanks for their invitation to be on board of the "Irene" for one or two days. The Advisory Committee presume that, when settled, due intimation of the arrangements proposed will be given to them.

I am to add that the Advisory Committee trust that the makers and patentees of the different reed horns will, during the proposed fog signal experiments, be restricted as little as possible and that each maker or patentee will be allowed to demonstrate the capacities of his own instrument to what he considers the fullest advantage.

I am, Dear Sir,

Yours faithfully,

W. H. COOKE, Hon. Secretary.

E. Price Edwards, Esq., Clerk to the Fog Signal Committee, Trinity House, E.C.

> Trinity House, London, 29th April, 1901.

DEAR SIR.

I HAVE laid before the Fog Signal Committee your letter of 17th inst., the contents of which have been noted. I will advise you as soon as the arrangements for the attendance of the Advisory Committee at the fog signal experiments are complete.

Yours faithfully,

(Signed) E. PRICE EDWARDS.

W. H. Cooke, Esq., Secretary,
Advisory Committee on Lighthouse Works.

"Irene" Steam Vessel,
Off St. Catherines,
24th May, 1901.

DEAR MR. COOKE,

THE Fog Signal Committee wish me to inform you that the Barker reed horn purporting to represent the reed horn in Belfast Lough and sent for trial to St. Catherines at the initiation of the Advisory Committee, has up to now made a very indifferent performance, and the Committee cannot but think that some mistake or misapprehension exists as regards the instrument in question. The makers of the horn have set it up but the operator who was in charge of it and who conducted the preliminary trials has now left St. Catherines. The Committee believe that the Advisory Committee would not like to be acting under a misapprehension in regard to the Barker horn, and the Elder Brethren themselves would prefer that the best horn of the type should be submitted for trial, they therefore wish me to inform you of the facts and to request that you will be so good as to communicate them to the Advisory Committee for such action as they may consider desirable to take under the circumstances.

(Signed) E. PRICE EDWARDS.

5, Whittington Avenue, Leadenhall, Street, E.C., 25th May, 1901.

DEAR MR. EDWARDS,

ACCORDING to the latest information which I have received I think that the Advisory Committee will be represented at the fog signal experiments next week by the Right Hon. W. J. Pirrie, Mr. Alfred L. Jones (Liverpool), and Mr. J. B. Adam (Newcastle-on-Tyne). I have heard nothing from Mr. F. L. Heyn (Belfast), so that he will probably not be present.

I saw Mr. Pirrie on Thursday, and he told me that he did not like the idea of staying at the "Keppel's Head." He said that he had previously stayed at a big hotel with large rooms about four minutes walk from Southsea Beach, and he proposed to stay there again. He could not remember the name of the hotel, but probably you may be able to recognise it from its proximity to Southsea beach.

I am sorry that this is all the information I am able to give you, and as I am going out of town for a few days for the Whitsuntide recess I shall not be able to again communicate with you before the experiments take place.

Yours faithfully,

W. H. COOKE, Hon. Secretary.

E. Price Edwards, Esq.,
Trinity House Yacht "Irene,"
Portsmouth Harbour, Portsmouth.

(Copy.)

Portsmouth Harbour, "Irene," 26th May, 1901.

DEAR SIR,

I HAVE received a letter from Mr. Cooke telling me that in accordance with previous arrangement some members of the Advisory Committee will probably be at Portsmouth on Wednesday afternoon, with the object of going out in the "Irene" on the following morning to witness some of the trials of fog signals which are being carried out at St. Catherine's Point, in the Isle of Wight. As it is not quite clear at what hour you will be at Portsmouth, and Mr. Cooke is not now in town, may I ask that you will be so good as to let me know by wire or letter the train by which you will come down on good as to let me know by wire or letter the train by which you will come down on Wednesday, or the hotel at which you will put up, so that I may communicate with you as to taking you off to the "Irene." The Elder Brethren wish me to add that they will be very pleased if the members of the Committee will dine with them on Wednesday evening on board the "Irene," at 7.30, if they arrive at Portsmouth sufficiently early; and the necessary arrangements will be made for bringing them off and taking them on shore after dinner.

A note or wire addressed to me on board "Irene," Portsmouth Harbour, will find me about 7 o'clock any evening.

Yours faithfully,

E. PRICE EDWARDS. (Signed)

Alfred L. Jones, Esq.

(Copy of letter to Mr. Cooke, re Barker signal, sent to Mr. Jones with this letter.)

African House,

6, Water Street, Liverpool, 28th May, 1901.

MY DEAR SIR.

I AM duly in receipt of your kind invitation for Wednesday evening, but I think under the circumstances—first of all, Mr. Pirrie cannot go, and as the fog horn is not the kind we would like to try—I scarcely think it is worth our while going down. I none the less appreciate your kind offer of hospitality.

Yours faithfully,

ALFRED L. JONES.

E. Price Edwards, Esq., Trinity Steam Yacht "Irene," Portsmouth.

African House,

6, Water Street, Liverpool, 28th May, 1901.

MY DEAR CAPT. VYVYAN,

I AM duly in receipt of your letter dated 24th May, and thank you for the information If the fog horns sent down are not the proper things to try, then it is no use our inspecting them. I have wired Pirrie and Adam to this effect. Pirrie was doubtful about going, but Adam and I were to go to-morrow. However, after having received your letter, we have decided not to go.

I still maintain the Belfast Loch reed horn is perfect. It costs £360, and you have the opinion of Mr. Pirrie, which may be relied on. We have been greatly guided by Mr. Pirrie.

We hope that there will be a trial of the Taylor instrument.

Yours faithfully,

ALFRED L. JONES.

Capt. Vyvyan, London.

African House,

6, Water Street, Liverpool, 31st May, 1901.

MY DEAR SIR,

I CONFIRM telegram sent you, reading as follows :-

"Be glad if you kindly allow fresh set reeds fitted Belfast horn free expense;
Trinity reeds will be St. Catherine's Monday;"

and trust that the reproduction of the Belfast horn will now prove as effective as the original at Belfast.

I am, yours truly,

ALFRED L. JONES.

Captain Vyvyan, Trinity Steamer "Irene," Portsmouth Harbour Per J. L. M.

African House. 6. Water Street, Liverpool, 1st June, 1901.

MY DEAR SIR,

VERY many thanks for your kind telegram, reading as follows:—

"With pleasure; experiments postponed till Friday next; will write."

Yours faithfully,

ALFRED L. JONES.

Captain G. R. Vyvyan, Trinity House, London. E.C. Per J. L. M.

Liverpool, 1st June, 1901.

DEAR SIR,

WE HEAR from Mr. A. L. Jones that he has been in communication with Captain

Vyvyan with a view to having a further trial of our horn with fresh reeds in it, and that

We will, therefore, send the other reeds down to St. Catherine's on Wednesday next by Captain Barker, the patentee of the horn, who will fit them in on Thursday ready for trial on Friday which we trust will be convenient.

> We are, dear Sir, Yours faithfully,

> > H. A. MALVERN.

T. Matthews, Esq., Trinity House, London. For Fawcett, Preston & Co., Ltd.

African House,

6, Water Street, Liverpool, 4th June, 1901.

DEAR SIR,

I THANK you for your kind letter of the 31st ult. The makers of the two horns advise me that they will be quite ready for Friday's experiments. One great complaint of the captains against the sirens is that they cannot be heard against the breeze. I think it best to mention this, although I have no doubt that experiments will be made against the wind with your sirens.

Yours truly,

ALFRED L. JONES.

Captam Vyvyan,

Forest Lodge, Shooter's Hill, Kent.

Forest Lodge, Shooter's Hill, 4th June, 1901.

DEAR MR. JONES,

WE decided to-day to continue various experiments which have not yet been concluded, chiefly with regard to elliptical trumpets and our reed horns, and that it would not be convenient to fix a day for the re-trial of the Barker horn until Wednesday the 12th inst., on which day we shall repeat the experiment which we tried last Thursday, and it will give the Committee great pleasure to receive you that day with any other of the Advisory Committee who may wish to accompany you, and to show you everything that we are doing should you wish it.

I regret that I may not be able to be down at St. Catherine's myself as I have too much to do in London, but the rest of the Committee, or most of them, will be there, and will be glad to see you.

May I ask you to let our clerk know whether you propose to attend as soon as you have decided, and who the party will consist of.

> E. Price Edwards, Esq., Trinity Yacht "Irene," Portsmouth Harbour,

will find him after Thursday evening.

With kind regards, yours truly,

G. R. VYVYAN.

P.S.—I understand that Mr. Taylor has withdrawn his horn.

African House, 6, Water Street, Liverpool, 7th June, 1901.

MY DEAR SIR,

I THANK you for your letter of the 4th; also for your telegram of to-day, reading as follows:—

"Deputy Master Trinity House asks whether Advisory Committee propose going St. Catherine's Wednesday."

I regret that, owing to previous engagements, it is impossible for me to accept your kind offer, and was therefore compelled to telegraph you :—  $\,$ 

"Regret exceedingly impossible attend fog signal experiments Wednesday owing previous engagements."

Yours faithfully,

ALFRED L. JONES.

Per J. L. M.

Captain Vyvyan, Forest Lodge, Shooter's Hill, Kent.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
By DARLING & SON, Lid., 34-40, Bacon Street, E.

1901.

The art and Pungue Researchery Strome. Commission accounts

In the Teaching Teaching by Histories, Workship and Greenert

In the Teaching Teaching by Histories, Workship and Greenert

In the Teaching Teaching Principal in Property. Principal

In the Teaching Representation in Frances. Interpretation of The a Stepal Is an one discussion of Reconstron to Switzermann. Prior 1-12.

Interpretation of The a Stepal Is an obvious Minimum for Notice Journation, 25 Feb., 1901. Prior 12.

Interpretation in Common Outdoor, 1911 Stepanson, Williams, 25 Peb., 1901. Prior 12.

Interpretation in Common Outdoor, 1911 Stepanson, 1911 Management of West Indian; Capa Colony and Stepal I Rev Smith Wales | Interpretation of Common Outdoor Indiana Stepanson, 2011 Management of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of Common Outside | New York of C L CLIPPER TO Dept. Style Clath. Price The present —
Level to Consider Land Communication Tal II. 1655-1647.
Planting Robert Red by Johnson V., Heckert DI. 1746-1486.
III. Ison and Level to Land Style Clarelon. Dept. of Proc. diagr. Vol. L. 1468-1666.
III. Talle United Style of Exchange Consider. Constant Proc. diagr. Vol. L. 1468-1666.
IV. Christopher Exchange Constant — Novel two. Dark based. Price the prevales—
The Communication Regulate — Novel two. Dark based. Price the prevales—
Christopher Exchange on Style on Experiment Till. Vol. LVI. Second parts
VI. Style Consequence Style on Topics— Vol. III. 1629-1680.
VII. Incom.— Prior 10a Prior 10a Aguire Barres Last Emperaturase Landaures. Prome of Information concerning.

Paris Atter. Minimum by Major St. W. Barrallo.

Paris Cours Northern Transform on Bayorton. By the late 14 fold B. P. Surthesti, C.R.

Region of Birry Aguires and Original for the news. Post.

Letter at Northern Address of Bandbook By Major J. H. V. Frowe, R.A., Staff Cappain:

Letter at North Region 1901. Program Piles Barra, Paurielle, Report of Something of R.M.S. " Special"

Prince District Contract Contract Contract Structure of Total District Contract Co Source | Government Board |-Division Notices (Theliant occas and Aminostration of the Rescount of Wirmourn Report of Direction of the Opening Statement Computations and Administration of vite Principles of Principles The Hammonto For. April 1001 Nov. Weapper.

See I Carmin. I New much Walon & Vistoria. L. Smith Amerika. L. Questidand. S. Western Hattiffe. I Temporal A New Zealand. 9. Capp. Colony. 10, Natal. Proc. 13, western Limitifie. I Temporal A New Zealand. 9. Capp. Colony. 10, Natal. Proc. 13, and the Limitifier of Colonia. 12. Uningration States and Colonia. 13. Uningration States and Temporal Handlends.

See II. (111, 101, 101). On addition of America, Normand Pontin. Indy 1901. Price 24

Language Capper III. (110, 110). On addition of Santon South Equalities price 2d. Uniformly, price 1d. Capper III. 1901, price 1d. Foreign States South South 1901, crim 6d. Marghand, price 1d. Newfoundland. Dec. 120, price 1d. Newfoundland. The Later Continue Supplemental of the Laws substitute to the Earlie, So, So. By Nath J. Price St. Boyal Motanto tierdona, Bullean of Missellancous Information, Volume for 1899. Peles Six Of Training The map of By Sir Educated Hayrolds, K.C.R. Three role.

141 Training (Harteley at A complete addention of Treation, Ac., &c., bulward Bertalin and Formign has as they points to A common and Navigation, &c., &c. By Sir Edward Bertales, K.D.D., da., do. Price Lie. and Price Lie. and Decided Street Bertales, R.D.D., da., do. Price Lie. and Decided Street Bertales, R.D.D., da., do. 

No. Very 1 held. July 1950 to June 1898. Ang to Vote LV, to XX. July 1899 to June 1864. Time In the

# REPORT

οď

# TRINITY HOUSE FOG-SIGNAL COMMITTEE

OM

# EXPERIMENTS

CONDUCTED AT

# ST. CATHERINE'S POINT. ISLE OF WIGHT.

1901.

Bresmied to both Bauses of Parliament by Command of Bis Rajesty.



PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE.
BY DARLING & SON, LID., 34-40, BACON STREET, E.

And to be purchased, either directly or through any Books-ther, from STREET & SPOTTISWOODE, East Handing Street, Flent & Rent E.C., and R.C., Ansanger Street, Westminster, S.W.; or OLIVER & BOYD, Eddsburger; or E. PONSONOY, 116, GLATTON STREET, DUDGES.

1901.

# GENERAL LIGHTHOUSE FUND.

MIY 9 F 10.

#### 1900-1901.

AN ACCOUNT of the General Lighthouse Fund, under the Acts 57 & 58 Vict. c. 60, s. 679, and 61 & 62 Vict. c. 44, showing the Income and Expenditure for the Year ended 31st March 1901.

(PRESENTED PURSUANT TO ACT 57 & 58 VICT. CAP. 60. SEC. 679.)

Ordered, by The House of Commons, to be Printed, 16 January 1902.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from

EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or

OLIVER AND BOYD, EDINBURGH; or

E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

### AN ACCOUNT of the GENERAL LIGHTHOUSE FUND

REC	RIP	rs						OKA	URT.
1 H O								Cash.	Securities.
LANCE, 1st April 1900		-						£. s. d. 148,062 3 8	£. s. d. 190,376 16 2
For 2½ per cent. Annuities purchased -		•		<u>.</u> .	. <u>.</u>				30,868 2 8
HTHOUSES IN THE UNITED KINGDOM:	•								,
(1.) Light Dues collected	. <b>-</b>		-				491,773 11 4		
	Trinity	House	Ir Light	rish houses.	Nort Light	hern nouses.			•
(2.) Proceeds of Sale of old Plant, Stores, &c., and Percentages for extraneous Services	1	s. d	l	s. d. 4 1 3		s. d.			
(3.) Rents of disused Lighthouse Property -	29	4 10 3 2	ļ	4 1 8		- 6	2,065 8 9	:	
<u>£.</u>	1,220		20-				2,000 0 0	493,839 0 1	
SHTHOUSES ABROAD:									
Basses and Minicoy Lights :  Dues collected as under :									
•			•				£. s. d.		
Bombay	• •	•	• •		-		602 6 10		
Burmah			•	- •	•		1,116 16 10		
Calcutta				· •	-	· ·	2,684 14 5 658 16 2		
Oeylon		•					419 13 11		
Mauritius		-					12 9 4		
Penang					-		169 18 7		
Singapore		-			•		2,565 7 4		
Ports in the United Kingdom					•	- •	2,450 16 7	10,676	
TEREST ON INVESTMENTS · · ·		•			· -	- •		4,809 8 4	
								i	

Board of Trade, 30 November 1901.

### under the Act 57 & 58 Vict. c. 60, for the Year ended 31st March 1901.

RYPR	NDITUR	TC			AM	DUNT.
					Cash.	Securities.
Purchase of £30,868 2s. 3d. 2g per cent. Annuities		• •		<b>.</b>	£. s. d. 30,000	£. s. d,
	Trinity House	Irish Lighthouses.	Northern Lighthouses.	TOTAL.		
LIGHTHOUSES IN THE UNITED KINGDOM:	£. s. d.	£. s. d. 81,587 15 8	£. s. d. 30,927 7 –	£. s. d.		
(2.) Maintenance of Light Vessels	67,796 5 5	18,491 8 8	1,473 - 3	87,690 8 11		
(3.) Maintenance of Buoys and Beacons	6,293 11 6	829 12 7	1,527 8 7	8,650 12 8		
(4.) Maintenance of Steam Vessels	48,949 18 8	14,427 8 10	17,792 15 8	81,170 2 9		
(5.) Maintenance of District Storehouses, &c.	18,575 11 1	4,591 10 5	768 19 4	18,865 18 10		1
(6.) Head Office Expenses •	21,837 1 11	7,710 2 3	6,614 14 7	35,651 18 9		
(7.) Miscellaneous Expenses	10,439 2 -	3,150 9 5	2,333 13 ±	15,923 4 5	•	
(8.) Superannuation Allowances	14,492 12 6	5,718 2 1	4,470 <b>a</b> -	34,675 17 7		l
(2.) New Works in building Lighthouses, &c. (as per Statement B.)	79,631 2 8	28,409 10 -	19,565 9 10	120,606 2 6		
(10.) Expenditure on Stores for the Trinity House Depôt, not yet appropriated	1,589 15 4			1,589 15 4		
4.	299,897 8 10	114,840 14 1	85,478 4 8	500,211 2 2		
A command a mandal for Whateles I Communication with	N 7/	I Idoba Woose	1-	9054 0 5		
Amount expended for Electrical Communication wi	eu ragurnouses	FING TARDS ABOUT	23	3,854 9 5		4
Amount paid to the Commissioners of Customs for (	Collection of Lig	rht Dues -		7,500		
Amount paid to the Exchequer and Audit Departme	nt for Audit of	Account -		438	·	
					512,003 11 7	
		•	ļ			
LIGHTHOUSES ABROAD:			1	.		
For Maintenance of Lighthouses and Tende	re :					•
Bahamas		• • •		11,783 11 8		
Falkland Islands				647 13 2		
Sombrero Island	· • •			793 4 4		
Morocco (Cape Spartel)				59 17 7		•
Amount paid to the Exchequer and A	ludit Departmen	nt for Audit of A	Account -	100	18,333 5 9	
Basses and Minicoy		• • •		7,348 5 1		
Amount paid to the Exchequer and	audit Departme	nt for Audit of	Account -	174	7,516 6 1	
				-	562,858 2 5	
				1	·	
Balance (as per Statement C.)	• • •		• • •		94,533 9 8	<b>221,344</b> 18 5
			. •			

(A.)

ACCOUNT of the RECEIPT and ISSUE of Stores and of Labour and Materials applied by the Thinity House for the Lighthouse Service, for the Year ended 31st March 1901.

To Value of Balance in hand on 31st March 1900	•	18,132 14 3	_			
£ \$. d. 15,423 8 11 4,275 10 7			By Value of Issues:	d. E. s. d.	£. e. d.	£. 8. d.
E. t. d. 15,423 8 11	£. • d.		For Lighthouses 3,606 19	3 2,074 14 8	5,681 13 11	
£. t. d			" Light Vessels 5,139 3	7 4,929 16 5	10,069	
4,275 10 7			" Buoys and Beacons 740 17	3 2,624 3 2	3,365 - 5	
			" Steam Vessels 5,487 1	6 3,132 17 3	8,619 18 9	•
	19,698 19 6		" District Storehouses, &c 206 3 11	11 1,603 1 6	1,809 5 5	
	42,862 15 10		" Miscellaneous Expenses 18 12	8 202 8 8	221 1 4	
1	4,577 9 5		15,198 18	2 14,567 1 8	29,765 19 10	•
To Wavess of Surplus over Deficit neies of Stores and Materials		38,285 6 5	For New Works 1,088 6	- 4,338 4 10	5,426 9 10	
				Total Value of Issues	अं	35,192 9 8
STATEMENT showing the Agreement with the Cash Account.					•	
		i.	By Value of Old Stores and Materials sold -	•		12 10 -
9 2			By Value of Balance in hand on 31st March 1901	•	•	21,264 5 4
Add, Value of Stores and Materials received before 1st Amri 1900 intrans for in 1900-1901				-		
41,369 4 3	-					
19						
Net Expenditure in Cash £. 36,783 5 -						
Lees Value of Issues 35,112 9 8		<del></del>				
Expenditure on Stores not jet appropriated 1,689 15 4	<b>ધાં</b>	56,469 5 -				56,469 5 -

We hereby certify that the foregoing is a correct Abstract of the Receipts for Stores and Expenditure of the same for the various Services, as shown in the books of Store Accounts kept at this House.

A. OWEN, Principal Clerk, Lights Department.

CHAS. A. KENT, Secretary.

Trinity House, 8th August 1901.

(B.) STATEMENT of the Sums expended for New Works in Building Lighthouses, &c. in the United Kingdom, from 1st April 1900 to 31st March 1901.

NATURE OF WORK.		ng the Year ended ch 1901.	Total including Expenditure in previous Accounts.
ENGLAND:			
Lighthouses:	£. s. d.	£. s. d.	£. s. d.
Foreland, Bristol Channel (lighthouse)  Beachy Head (re-erection of lighthouse)  St. Mary's Isle (lighthouse in place of Tynemouth Light-	6,557 13 - 17,277 8 3	J	14,236 18 11 26,537 4 2
Hartland Point (protection of cliff) St. Ann's Head, Milford (improvement of light and fog	- 6 - 85 8 10		*6,568 1 3 501 2 10
signal)  Pendeen (lighthouse and fog signal) -  Skerries (improvement of fog signal) -  Jenningtree Point, River Thames (light) -  Dovercourt (conversion to gas) -  Caskets (improvements of fog signal) -  Bardsey (improvement of fog signal) -	169 11 4 8,767 19 9 2,686 - 10 366 1 7 871 8 - 230 8 1 205 10 6	·	3,906 - 6 15,475 - 7 2,797 6 9 336 1 7 371 8 - 230 8 1 205 10 6
Light Vessels:		į	
No. 68, light vessel with fog signal (to replace Dudgeon, lost)	11,033 18 5		†10 <b>,927 18 1</b> 1
No. 69, light vessel with fog signal (to replace vessel lent to Admiralty for Dover Pier Works)  "Triton" (steamer to replace old "Triton," condemned) - Penzance Store (improvement of premises)	11,290 4 4 10,395 11 6 3,323 12 3	72,631 2 8	115,497 18 10 10,399 1 6 4,640 19 4
IRELAND:		·	
Lighthouses:			
Fastnet Rock (re-erection of lighthouse)  Eagle Island (shore dwellings)  Chaine Memorial Tower, Larne Harbour (lighthouse)  Black Head, co. Antrim (lighthouse and fog signal)  Skelligs and Inishtearaght (shore dwellings)  Bull Rock (fog signal)  Inishowen (fog signal)  Mew Island (improvement of fog signal)  Loop Head (fog signal)  Howth Bailey (improvement of light)  Carlingford Bar (improvement of light)	10,187 2 4 540 3 11 5 15 8 4,739 10 7 4,795 11 2 1,701 1 5 1,948 11 11 85 4 6 25 18 - 36 - 36 -		53,862 10 10 3,948 11 5 869 9 5 4,866 12 10 6,542 17 - 2,144 3 10 4,555 12 1 3,433 1 - 284 9 6 3 2 - 107 8 3
"Kittiwake" (to replace the "Puffin," lost) "Seagull" (to replace the late "Seagull," condemned) -	326		10,000 10 0
Suoys and Beacons:	3,815 9 6		10,320 12 6 3,833 7 -
South Sheer, Rosslare, co. Wexford (lighted sounding buoy) Aughanish Point, Lower Shannon (buoy)	149 19 - 50	28,409 10 -	852 4 10 50
SCOTLAND:			
ighthouses:			
Tiumpan Head (lighthouse) Killantringan, Port Patrick (lighthouse and fog signal) Barnsness (lighthouse) Flanten Islands, Hebrides (lighthouse) Flanda (improvement of light) Butt of Lewis (fog signal) Butt of Lewis (fog signal) Bell Rock (improvement of light) Bass Rock (lighthouse) Girdleness (fog signal) Clett Tower, Orkneys (minor light) Hoxa Head, Orkneys (minor light) Otter Rock, Islay (gas-lighted boat) Breasclete, Loch Roag (beacon light) Bunessan, Mull (beacon light) Duart Point, Mull (beacon light)	3,485 4 1 2,075 10 10 4,340 5 6 1,947 19 3 1,414 16 1 47 12 7 37 7 1 7 15 6 1,554 11 2 1,067 2 2 406 7 3 392 5 3 1,504 7 11 392 9 2 528 18 11 362 17 1	19,565 9 10	9,785 9 8 13,069 1 10 7,515 15 4 20,847 9 5 2,434 4 6 6,618 5 11 5,675 - 7 7 15 6 1,567 2 2 406 7 3 392 5 3 1,504 7 11 392 9 2 528 18 11 362 17 1
		rafoon a 10	

Net amount, after deducting 5,500l. received from War Office, as contribution towards new lighthouse
 Net amount, after deducting 4,500l. received as compensation for loss of Dudgeen Light Vessel.
 Admiralty will repay annually 2,275l. for the use of the light vessel lent.

(C.) STATEMENT of the BALANCE in Hand at the close of the Account for 1900-1901.

PARTICULARS OF BALANCE.		Cash.
n the hands of His Majesty's Paymaster General (adjusted	£. s. d.	£. s. d.
for outstanding Orders)		. 39,898 1 6
Amount due from other Services		39,410 15 1
n the hands of Trinity House	6,013 6 1	
" " Commissioners of Irish Lighthouses	3,404 13 2	
" ,, Commissioners of Northern Lighthouses	7,952 0 9	17,370
	•	96,678 16 7
Less, Amount due to Sundry Sub-Accountants -		2,145 6 11
	£.	94,533 9 8
Securities—  22 per cent. Consols	£ 20,000 201,244	s. d.  18 5

Exchequer and Audit Department, Somerset House,
London, W.C.

I HEREBY certify that the Statement of the Account of the General Lighthouse Fund, as rendered
by Sir T. W. P. Blomefield, Bart., Assistant Secretary to the Board of Trade, from 1st April 1900 to
31st March 1901, has been signed and passed by me under the 36th section of the Act 29 & 30 Vict.
c. 39, and that the Charge and Discharge on the said Account are as follows:—

									£.	8.	d.
Charge	-	-	-	-	-	-	-	-	657,386	12	1
Discharge	-	-	-	-	-	-	-	-	562,853	2	5

and that on the said Account the Accounting Officer is indebted in the sum of Ninety-four thousand five hundred and thirty-three pounds nine shillings and eightpence.

Given under my hand this 7th day of January 1902.

(signed) D. C. Richmond, Comptroller and Auditor General.

. . • • 

GENERAL LIGHTHOUSE FUND.

1900-1901.

AN ACCOUNT of the General Lighthouse Fund under the Acts 57 & 58 Vict. c. 60, s. 679, and 61 & 62 Vict. c. 44, showing the Income and Expenditure for the Year ended 31st March 1901.

(Presented pursuant to Act 57 & 58 Vict. Cap. 60. Sec. 679.)

Ordered, by The House of Commons, to be Printed, 16 January 1902.

 $[Price\ 1d.]$ 

\_

### GENERAL LIGHTHOUSE FUND.

#### 1901-1902.

AN ACCOUNT of the GENERAL LIGHTHOUSE FUND, under the Acts 57 & 58 Vict. c. 60, s. 679, and 61 & 62 Vict. c. 44, showing the INCOME and EXPENDITURE for the Year ended 31st March 1902.

(PRESENTED PURSUANT TO ACT 57 & 58 VICT. CAP. 60. SEC. 679.)

Ordered, by The House of Commons, to be Printed, 16 December 1902.

# LONDON:

PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,

BY EYRE AND SPOTTISWOODE,

PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and 32, Abingdon Street, Westminster, S.W.; or OLIVER AND BOYD, Edinburgh; or E. PONSONBY, 116, GRAFTON STREET. Dublin.

### AN ACCOUNT of the GENERAL LIGHTHOUSE FUND

	EIPT	8.						l		<del></del>
									Cash.	Securities.
LANCE, 1st April 1901							-		£. s. d. 94,533 9 8	£. s. d. 221,244 18 s
									• •	
HTHOUSES IN THE UNITED KINGDOM:							£. 516,226	s. d.		
(1.) Light Dues collected		•	-	•	•		<b>516,22</b> 6	13 4		
	Trinity l	House.	Ir. Light	ish houses.	No.	rthern thouses.				
	£.	s. d.	-	s. d.	<u> </u>					
(2.) Proceeds of Sale of old Plant, Stores, &c., and Percentages for extraneous Services	ļ		]	7 14 9	1	17 7 5	İ			
(3.) Rents of disused Lighthouse Property -	45 1	11 3	41	10 -	18	9 18 6	_			
£.	1,589	12 5	449	4 9	71	7 5 11	2,706	3 1	#10.0 <b>20.</b> 15. 4	
									<b>518,933</b> 16 5	
HTHOUSES ABROAD:								1		
Basses and Minicoy Lights :  Dues collected as under :										
Dues collected as under:					. •		£. 720	s. d.		
	 	 			•			16 8		
Dues collected as under :   Bombay	 	 ,	 -				720 934 2,800	16 8 2 8 17 4		
Dues collected as under:  Bombay	· · ·	 , 					720 934 2,800 821	16 3		
Bombay	· · · · · · · · · · · · · · · · · · ·		•				720 934 2,800 821 489	16 3 2 3 17 4 14 3		
Bombay		  	•		-		720 934 2,800 821 489 24	16 8 2 8 17 4 14 8 4 4 18 6 14 11	•	
Bombay	· · · · · · · · · · · · · · · · · · ·				-		720 934 2,800 831 489 34 188 2,574	16 8 2 8 17 4 14 8 4 4 18 6 14 11 10 8	•	
Bombay			-				720 934 2,800 831 489 34 188 2,574	16 8 2 8 17 4 14 8 4 4 18 6 14 11	11,184 7 -	
Bombay -			-				720 934 2,800 831 489 34 188 2,574	16 8 2 8 17 4 14 8 4 4 18 6 14 11 10 8		
Bombay							720 934 2,800 831 489 34 188 2,574	16 8 2 8 17 4 14 8 4 4 18 6 14 11 10 8		
Bombay			-				720 934 2,800 831 489 34 188 2,574	16 8 2 8 17 4 14 8 4 4 18 6 14 11 10 8		
Bombay							720 934 2,800 831 489 34 188 2,574	16 8 2 8 17 4 14 8 4 4 18 6 14 11 10 8	11,184 7 -	
Bombay			-				720 934 2,800 831 489 34 188 2,574	16 8 2 8 17 4 14 8 4 4 18 6 14 11 10 8	11,184 7 -	
Bombay							720 934 2,800 831 489 34 188 2,574	16 8 2 8 17 4 14 8 4 4 18 6 14 11 10 8	11,184 7 -	
Bombay							720 934 2,800 831 489 34 188 2,574	16 8 2 8 17 4 14 8 4 4 18 6 14 11 10 8	11,184 7 -	
Bombay							720 934 2,800 831 489 34 188 2,574	16 8 2 8 17 4 14 8 4 4 18 6 14 11 10 8	11,184 7 -	
Bombay							720 934 2,800 831 489 34 188 2,574	16 8 2 8 17 4 14 8 4 4 18 6 14 11 10 8	11,184 7 -	
Bombay							720 934 2,800 831 489 34 188 2,574	16 8 2 8 17 4 14 8 4 4 18 6 14 11 10 8	11,184 7 -	

under the Act 57 & 58 Vict. c. 60, for the Year ended 31st March 1902.

Trinity House   Lighthouses			_			AMO	URI.
Trinity House   Lighthouses	RXPE	INDITUR	Б.			Cash.	Securities.
Lighthouses Lighthouses						£. s. d.	£. s. d.
(L) Maintenance of Lighthouses - 43,870 17 8 55,043 7 - 51,161 5 3 108,774 9 9 (3.) Maintenance of Eight Vessels - 74,807 9 8 18,183 8 - 1,093 13 9 92,170 8 5 (4.) Maintenance of Bloory and Boscons - 6,793 8 - 1,492 17 11 5 3,084 8 3 11,774 14 3 (4.) Maintenance of District Storehouses, &c. 14,687 7 6 4,681 13 9 731 5 3 19,882 6 6 (8.) Maintenance Expenses - 13,763 18 6 7,871 17 3 6,900 10 4 8,915 4 1 (7.) Miscellancous Expenses - 13,763 18 6 7,871 17 3 6,900 10 4 8,915 4 1 (7.) Miscellancous Expenses - 13,763 18 6 7,871 17 3 6,900 10 4 8,915 4 1 (7.) Miscellancous Expenses - 13,760 8 - 28,893 10 4 3,044 8 - 15,888 6 4 (8.) Superanneation Allowances - 14,687 7 6 4,681 13 9 731 5 3 19,882 6 6 (8.) Superanneation Allowances - 14,685 19 8 6,461 5 3 4,510 5 8 56,884 10 5 (8.) New Works in building Righthouses, &c. (a.) Free Relations IS, 3 1 1,685 19 8 6,461 5 3 4,510 5 8 56,884 10 5 (8.) Rew Works 19,500 10 19,500 10 10 10 10 10 10 10 10 10 10 10 10 1		Trinity House.	Irish Lighthouses.		TOTAL.		
(2.) Maintenance of Eight Vessels	LIGHTHOUSES IN THE UNITED KINGDO?	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
(A.) Maintenance of Beoyr and Bescons	(1.) Maintenance of Lighthouses	- 42,570 17 6	85,042 7 -	31,161 5 3	108,774 9 9		
(4.) Maintenance of Steam Vessels - 48,419 4 8 18,949 18 7 50,988 18 7 87,687 16 10 (8.) Maintenance of District Storehouses, &c. 14,87 7 6 4,685 18 9 731 6 3 13,883 6 6 (8.) Maintenance of District Storehouses, &c. 21,785 18 6 7,771 17 8 6,607 10 4 85,015 4 1 18,883 6 4 (8.) Superannuation Allowances - 13,004 8 - 2,383 10 4 3,044 8 - 18,888 6 4 (8.) Superannuation Allowances - 14,882 19 8 6,541 5 3 4,810 5 8 35,594 10 5 (8.) New Works in building Lighthouses, &c. 28,829 3 10 80,067 1 2 13,043 3 11 71,852 8 11 (10.) Expenditure on Stores for the superpredated superpreda	(2.) Maintenance of Light Vessels -	- 74,807 9 8	16,153 5 -	1,209 13 9	92,170 8 5		
(6.) Maintenance of District Storehouses, &c. 14,487 7 6 4,683 18 9 731 5 3 19,882 6 6 (4.) Head Office Expenses	(3.) Maintenance of Buoys and Beacons	- 6,798 8 -	1,493 17 11	8,064 8 8	11,870 14 9		
(6.) Head Office Expenses	(4.) Maintenance of Steam Vessels	- 48,419 4 8	18,949 13 7	20,268 18 7	87,637 16 10		
(7.) Miscolianeous Expenses . 12,004 8 - 3,939 10 4 3,044 8 - 18,888 6 4 (8.) Superannustion Allowances . 14,882 19 6 6,841 5 2 4,810 5 8 26,924 10 5 (9.) New Works in building Lighthouses, &c. (8.) Superannustion Allowances . 28,822 3 10 30,067 1 2 13,043 3 11 71,832 8 11 (10.) Expenitive on Stores for the Thinty House Depth, not receive appropriated . 28,822 11 1 8 84,160 10 - 472,821 2 6	(5.) Maintenance of District Storehouses, &	tc. 14,487 7 6	4,663 13 9	781 5 3	19,882 6 6		
(8.) Superannustion Allowances	(6.) Head Office Expenses	- 21,785 16 6	7,871 17 3	6,807 10 4	35,915 4 1		
(2.) New Works in building Lighthouses, &c. (as per Selectment R.). 28,832 3 10 30,087 1 2 13,043 3 11 71,933 8 11  (10.) Expenditure on Stores for the Arimity Eloses Depth, not yet appropriated 2 25,668 12 3 128,231 11 3 84,160 10 - 472,951 2 6  Amount expended for Electrical Communication with Lighthouses and Light Vessels - 2,661 7 10  Amount paid to the Commissioners of Customs for Collection of Light Dues - 7,600 - 400,000 - 40	(7.) Miscellaneous Expenses	- 12,604 8 -	2,939 10 4	8,044 8 -	18,588 6 4		
(as per Statement B.)	(8.) Superannuation Allowances	14,582 19 6	6,541 5 3	4,810 5 8	25,934 10 5		-
Trinity House Depot, not yet appropriated    A. 266,568 12 3 126,591 11 8 84,160 19 - 472,581 3 6 126,581 12 8 126,591 11 8 84,160 19 - 472,581 3 6 14 17 1 1 1 18 18 18 18 18 18 18 18 18 18 18			80,067 1 2	13,043 3 11	71,932 8 11	'	
### A. Se5,868 12 3 128,321 11 3 84,160 19 - 472,951 2 6    Amount expended for Electrical Communication with Lighthouses and Light Vessels	Trinity House Depôt, not y	et			744 17 1		
Amount paid to the Commissioners of Customs for Collection of Light Dues			128,521 11 8	84,160 19 -	·		
Amount paid to the Commissioners of Customs for Collection of Light Dues		with Lighthouses	and Light Vess	els	2,561 7 10	•	
### Amount paid to the Exchequer and Audit Department for Audit of Account  ###################################	mount expended for Electrical Communication				1 1		1
Personal expenses of the Members of the Advisory Committee for New Works	Amount expended for Electrical Communication						
JGHTHOUSES ABBOAD :   For Maintenance of Lighthouses and Tenders :   Bahamas	<del>-</del>	-	ght Dues -		7,500		
IGHTHOUSES ABBOAD :   For Maintenance of Lighthouses and Tenders :   Bahamas	mount paid to the Commissioners of Customs f	or Collection of Lig	-				
Falkland Islands	mount paid to the Commissioners of Customs for	or Collection of Lig	Account -		438	485,677 3 7	
Sombrero Island	Amount paid to the Commissioners of Customs for Moment paid to the Exchequer and Audit Depar Personal expenses of the Members of the Advisor IGHTHOUSES ABBOAD:  For Maintenance of Lighthouses and Te	or Collection of Lig tment for Audit of y Committee for N	Account -		438 226 13 3	483,677 3 7	
Morocce (Cape Spartel)	amount paid to the Commissioners of Customs for Mount paid to the Exchequer and Audit Departurement paid to the Exchequer and Audit Departurement of the Advisor Section 1988 ABROAD :  For Maintenance of Lighthouses and Termanus	or Collection of Lig tment for Audit of y Committee for N	Account -		438 226 13 3	483,677 3 7	
Amount paid to the Exchequer and Audit Department for Audit of Account - 100 14,025 19 7  Basses and Minicoy 7,596 3 6  Amount paid to the Exchequer and Audit Department for Audit of Account - 174 7,770 3 6  505,478 6 8	mount paid to the Commissioners of Customs for mount paid to the Exchequer and Audit Departurement expenses of the Members of the Advisor IGHTHOUSES ABROAD:  For Maintenance of Lighthouses and Te Bahamas	or Collection of Lig tment for Audit of y Committee for N	Account -		438 226 13 3	483,677 3 7	
Basses and Minicoy 7,596 \$ 6  Amount paid to the Exchequer and Audit Department for Audit of Account - 174 7,770 \$ 6	mount paid to the Commissioners of Customs for Mount paid to the Exchequer and Audit Departurement paid to the Exchequer and Audit Departurement expenses of the Members of the Advisor IGHTHOUSES ABROAD:  For Maintenance of Lighthouses and Te Bahamas	or Collection of Lig tment for Audit of y Committee for N	Account -		438 236 13 3 12,491 13 3 669 1 1	483,677 3 7	
Amount paid to the Exchequer and Audit Department for Audit of Account - 174 7,770 3 6 505,478 6 8	Amount paid to the Commissioners of Customs for Amount paid to the Exchequer and Audit Depar Personal expenses of the Members of the Advisor AGENTHOUSES ABROAD:  For Maintenance of Lighthouses and Te Bahamas	or Collection of Lig tment for Audit of y Committee for N	Account -		438 226 13 3 12,481 13 3 669 1 1 715 11 3	483,677 3 7	
7,770 3 6	Amount paid to the Commissioners of Customs for Amount paid to the Exchequer and Audit Depar Personal expenses of the Members of the Advisor LIGHTHOUSES ABROAD:  For Maintenance of Lighthouses and Te Bahamas	or Collection of Lig	Account -		438 226 13 3 12,481 18 3 669 1 1 715 11 8 59 14 -		
505,478 6 8	Amount paid to the Commissioners of Customs for Amount paid to the Exchequer and Audit Departure of the Advisor of the Advisor of the Advisor of the Advisor of the Advisor of the Advisor of the Advisor of Maintenance of Lighthouses and Te Bahamas	or Collection of Lig	Account -		438 226 13 3 12,481 13 3 669 1 1 715 11 3 59 14 -		
10/200 7 0	Amount paid to the Commissioners of Customs for Amount paid to the Exchequer and Audit Depar Personal expenses of the Members of the Advisor August Abroads:  For Maintenance of Lighthouses and Te Bahamas	or Collection of Lig	Account -		438 226 13 3 12,481 13 3 669 1 1 715 11 3 59 14 - 100 7,596 3 6	14,025 19 7	
Dalance (as per Statement C.) 194,728 7 9 291,244 18	Amount paid to the Commissioners of Customs for Amount paid to the Exchequer and Audit Depar Personal expenses of the Members of the Advisor August Abroads:  For Maintenance of Lighthouses and Te Bahamas	or Collection of Lig	Account -		438 226 13 3 12,481 13 3 669 1 1 715 11 3 59 14 - 100 7,596 3 6	14,025 19 <i>7</i> 7,770 <b>3 6</b>	
,	Amount paid to the Commissioners of Customs for Amount paid to the Exchequer and Audit Depar Personal expenses of the Members of the Advisor August Por Maintenance of Lighthouses and Te Bahamas	or Collection of Lig	Account -		438 226 13 3 12,481 13 3 669 1 1 715 11 3 59 14 - 100 7,596 3 6	14,025 19 <i>7</i> 7,770 <b>3 6</b>	
	Amount paid to the Commissioners of Customs for Amount paid to the Exchequer and Audit Depar Personal expenses of the Members of the Advisor Audit Depar Resonal expenses of the Members of the Advisor Audit Depar Resonal expenses of the Members of the Advisor Audit Department of the Advisor Audit Department of the Advisor Resonant Port Maintenance of Lighthouses and Telegation Paikland Islands	or Collection of Lig	Account -		438 226 13 3 12,481 13 3 669 1 1 715 11 3 59 14 - 100 7,596 3 6	7,770 3 6 505,478 6 8	221,244 18
	Amount paid to the Commissioners of Customs for Amount paid to the Exchequer and Audit Depar Personal expenses of the Members of the Advisor Audit Depar Resonal expenses of the Members of the Advisor Audit Depar Resonal expenses of the Members of the Advisor Audit Department of the Advisor Audit Department of the Advisor Resonant Port Maintenance of Lighthouses and Telegation Paikland Islands	or Collection of Lig	Account -		438 226 13 3 12,481 13 3 669 1 1 715 11 3 59 14 - 100 7,596 3 6	7,770 3 6 505,478 6 8	221,244 18

(A.)

ACCOUNT of the RECEIPT and Issue of Stores and of Labour and Materials applied by the Trinity House for the Lighthouse Service, for the Year ended 31st March 1902.

				** **		Stores.	Workshops.	TOTAL.		
To Value received during the Year, viz.:-	•	•	<del>.</del> 4.	21,264 5	By Value of Issues: For Lighthouses	£. s. d. 3,523 5 6	£. s. d. 2,551 19 8	£. e. d. 6,075 5 2	ત્ર * અં	
For Stores for General Lighthouse Purposes	•	•	18,135 8 3		" Light Vessels	8,113 15 8	4,711 16 6	12,825 12 2		
For Workshops:	•	£. s. d.			" Buoys and Beacons	904 7 2	2,714 8 1	3,618 15 3		
Materials		3,427 12-11			" Steam Vessels	5,069 19 7	3,591 17 10	8,661 17 5		
			19,209 11 10		" District Storehouses, &c	195 16 1	1,846 1 -	2,041 17 1		
			37,345 - 1		" Miscellaneous Expenses	20 11 3	943 7 10	963 19 1		
Less, Value of Issues for Extraneous Services -		•	2,279 11 4			17,827 15 3	16,359 10 11	34,187 6 2		
To Recess of Surning over Tefficiancies of Stores and Metaricies	and Meterials			35,065 8 9	For New Works		1 61 18 1	2,287 19 1		
						Total	Total Value of Issues	યું	36,475 5 3	
STATEMENT showing the Agreement with the Cash Account.	th the									
					By Value of Old Stores and Materials sold -		•	•		_
Net Vains of Stores, Labour, and Materials					By Excess of Deficiencies over Surplus Stores and Materials	es and Materials	•		114 14 2	
Leas, Discount allowed for Calan	0 07 44				Br Weller of Belonce in bend on 914 Monet 1909		,	1	19,739 14 8	
Add, Value of Stores and Materials received before 1st April 1901, but paid for in 1901-2	4,586 19 3				Dy value of Daishics in Isaid on 5186 march	- 7067		•		
Less, Value of Stores and Materials received during the year, but Accounts not yet settled	2,887 7 -					,				
Net Expenditure in Cash	-87,290 \$ 4				,					
Less Value of Issues	86,475 5 3									_
Expenditure on Stores not yet appropriated -	744 17 1		<b>4</b> i	56,829 14 1				લાં	56,829 14 1	

We hereby certify that the foregoing is a correct Abstract of the Receipts for Stores and Expenditure of the same for the ratious Services, as shown in the books of Store Accounts kept at this House.

A. OWEN, Principal Clerk, Lights Department.

CHAS. A. KENT, Secretary.

Trinity House, 15th August 1902.

(B.)

STATEMENT of the Sums expended for New Works in Building Lighthouses, &c. in the United Kingdom, from 1st April 1901 to 31st March 1902.

Soriand, Bristol Channel (lighthouse) -	NATURE OF WORK.	Expenditure during 31st Marc		Total including Expenditure in previous Accounts.
Toreland, Bristol Channel (lighthouse)	ENGLAND:			
Beachy Head (re-erection of lighthouse)	ighthouses:		£. s. d.	
Bartland Foint (protection of cliff)	Foreland, Bristol Channel (lighthouse)			
Pendeen (lighthosies and fog signal)	Hartland Point (protection of cliff)			
Skerries (Improvement of fog signal) - 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9	Pendeen (lighthouse and for signal)	680 13 5	4	16,155 14 -
Cachets (improvement of fog signal)	Skerries (improvement of fog signal)			2,706 4 10
Harland Point (improvement of fog signal)	Caskets (improvement of for signs)			
Harland Point (improvement of fog signal)	Bardsey (improvement of fog signal)	1,996 - 8	1	2,201 11 2
Dungeness (re-crection and improvement of lighthouses and for signal)	Hartland Point (improvement of fog signal)			1 19 5
and fog signal) Tripcock Point, Siver Thames (lighthouse) Longstone, Other Fern (improvement of fog signal) Longstone, Other Fern (improvement of fog signal)  A 18 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Dungeness (re-erection and improvement of lighthouses	2,100 2 9		2,800 10 5
Longstone, Outer Fern (improvement of fog signal)	and fog signal)			25 17 3
Second   S	Tripcock Point, River Thames (lighthouse)			
th' Vessels:  No. 68, with fog signal (to replace Dudgeon, sunk in October 1898)  No. 68, with fog signal (to replace vessel lent to Admiralty for Dover Pier Works)  No. 70, with fog signal (to replace vessel sunk at Dover Pier Works in November 1901)  The signal (to replace vessel sunk at Dover Pier Works in November 1901)  The signal (to replace old "Triton," condemned)  Monkstone Beacon, Bristot Ohannel (lighting)  124 16 8  15,191 2 4  15,690 3 10  16,690 3 10  17 5 4 8 17 5  18 16 5  18 17 5  18 18 19 6  18 18 19 6  19 18 6  19 18 6  19 18 6  10 18 6  10 18 6  11 18 6  11 18 6  11 18 6  12 18 6  12 18 6  13 18 6  13 18 6  14 18 9  15 18 6  16 18 6  17 18 6  18 18 6  18 18 19  18 18 19  19 18 6  19 18 18 18 18  10 18 18 18 18  10 18 18 18 18  10 18 18 18 18  10 18 18 18 18  10 18 18 18 18  11 18 18 18 18  11 18 18 18 18  12 18 18 18 18  13 18 18 18  14 19 6  15 18 6  16 18 18 18 18  17 18 18 18  18 18 18 18  18 18 18 18  18 18 18 18  18 18 18 18  18 18 18 18  18 18 18 18  18 18 18 18  18 18 18 18  18 18 18 18  18 18 18 18  18 18 18 18  18 18 18 18  18 18 18 18  18 18 18 18  18 18 18 18  18 18 18 18  18 18 18 18  18 18 18 18  18 18 18				
No. 68, with fog signal (to replace Dudgeon, sunk in October 1988)	• • • • •	00.10		00 20 0
No. 63, with fog signal (to replace vessel lent to Admiralty for Dover Pier Works   No. 70, with fog signal (to replace vessel sunk at Dover Pier Works in November 1901)		1		
for Dover Pier Works   10, 10, 10, 10, 10, 10, 10, 10, 10, 10,	October 1898)	4 18 9		*10,932 17 8
No. 70, with fog signal (to replace vessel sunk at Dover Fier Works in November 1901) Fier Works in November 1901)		444 19 6		+15 942 18 4
Second   Second   Side of the Company   Store (alterations and additions)   29 16 4   124 15 8		*** 10 0		110,012 10
Sideford Buoy Store (alterations and additions)   29 16 4	Pier Works in November 1901)	51 18 6		51 18 6
Monkstone Bescon, Bristol Channel (lighting)	loys and Beacons:			
Stronn   (steamer to replace old "Triton," condemned) -				
### Store (improvement of premises)	, , , , , , , , , , , , , , , , , , , ,			
Second Store (Improvements and renewals)   44 17 5				15,590 3 10
Second   S				
Skerries (improvement of fog signal) - 100 8 8 Amount received as compensation for loss of vessel at Dover Pler Works in Nov. 1901 - 6,848 12 9    Compensation	.,,		i	10 21
Skerries (improvement of fog signal) - 100	adika .	35,771 - 3		
Amount received as compensation for loss of vessel at Dover Pier Works in Nov. 1901 - 6,848 12 9    RELAND: ghthouses: Fastaet Rock (re-erection of lighthouse) 10,229 18 8				
IRELAND: ghthouses:   Fastaet Rock (re-erection of lighthouse)   -	Amount received as compensation for loss of			
IRELAND :	vessel at Dover Pier Works in Nov. 1901 - 6,848 12 9			
IRELAND :   phthouses :   Fastact Rock (re-erection of lighthouse)		6,948 16 b	28.822 3 10	
## Pastact Rock (re-erection of lighthouse)	IRELAND:	1		
Pastnat Rock (re-erection of lighthouse) -   10,239 18 8   8   64,092 9   1   1   10   13   11   13   1   11   1	ighthouses:	1	·	
Skelligs and Inishtearaght (shore dwellings)	Fastnet Rock (re-erection of lighthouse)			64,092 9
Black Head, co. Antrim (lighthouse and fog signal) - 5,223 19 1  Howth Bailey (improvement of light) 3,112 10 7  Eagle Island (improvement of light) 373 2 6  Maidens, East (improvement of light) 14 19 8  ght Vessels:  "Kittiwake" (to replace the "Puffin," lost) 14 19 8  ght Vessels:  "Kittiwake" (to replace the "Buffin," lost) 17,549 11 2  Lucifer Shoals (improvement of light) 90 11,322 18  Lucifer Shoals (improvement of light) 90 - 90	Bull Rock (fog signal)			
Black Head, co. Antrim (lighthouse and fog signal) - 5,223 19 1  Howth Bailey (improvement of light) 3,112 10 7  Eagle Island (improvement of light) 373 2 6  Maidens, East (improvement of light) 14 19 8  ght Vessels:  "Kittiwake" (to replace the "Puffin," lost) 14 19 8  ght Vessels:  "Kittiwake" (to replace the "Buffin," lost) 17,549 11 2  Lucifer Shoals (improvement of light) 90 11,322 18  Lucifer Shoals (improvement of light) 90 - 90	Inishowen (for signal)	181 7 2		4,736 19
Slyne   Head (improvement of light)   373   2 6	Black Head, co. Antrim (lighthouse and fog signal)	5.223 19 1		10,090 11 1
Eagle Island (improvement of light)		3,112 10 7		
Maidens, East (improvement of light)	Eagle Island (improvement of light)			
"Kittiwake" (to replace the "Puffin," lost)				
"Seagull" (to replace the late "Seagull," condemned) Lucifer Shoals (improvement of light) 90 Daunts Rock (improvement of light) 90  soys and Beacons: Saltpans Bank, Lough Swilly (buoy) 111 13 11  SCOTLAND:  ghthouses: Barnsness (lighthouse) 410 2 8 Bell Rock (improvement of light) 848 18 6 Bell Rock (improvement of light) 3,445 10 5 Girdleness (fog signal) 2,993 18 9 Pladda (improvement of light) 319 8 5 Hyskeir Rock, West of Rum Island (lighthouse) - 2,753 12 1 Hyskeir Rock, West of Rum Island (lighthouse) 462 6 8 Kinnaird Head (fog signal) 462 6 8 Kinnaird Head (fog signal and improvement of light) - 1,018 5 - 1,018 5 - 1,018 5 Duart Point, Mull (beacon light) 94 1 500 8 Hoxa Head, Orkneys (minor light) 66 13 4  Boys and Beacons: Otter Rock, Islay (gas-lighted boat) 1,497 13 10 Stromness (pier, store and gas works) 880 - 8	ight Vessels:	1		
Lucifer Shoals (improvement of light) 90 - 90 - 90 -				
Daunts Rock (improvement of light) 90 - 90 -				
Scotland   Scotland				
Scotland   Scotland	noys and Beacons :			
SCOTLAND:  ghthouses:  Barnsness (lighthouse) 410 2 8  Bell Rock (improvement of light) 848 18 6  Bass Rock (lighthouse) 3,445 10 5  Girdleness (fog signal) 2,993 18 9  Pladda (improvement of light) 319 8 5  Hyskeir Rock, West of Rum Island (lighthouse) - 979 1 9  Rhinns of Islay (fog signal) 462 6 8  Kinnaird Head (fog signal and improvement of light) - 1,018 5 1,018 5  Duart Point, Mull (heacon light) 27 2 11  Clett Tower, Orkneys (minor light) 66 13 4  asys and Beacons:  Otter Rock, Islay (gas-lighted boat) 1,497 13 10  Stromness (pier, store and gas works) 880 - 8  13,043 3 11	Saltpans Bank, Lough Swilly (buoy)	111 13 11		111 13 1
Barnsness (lighthouse)	SCOTLAND ·		30,067 1 2	Ĭ
Barnsness (lighthouse)		i I		i
Bass Rock (lighthouse) 3,445 10 5 Girdleness (fog signal) 319 8 5 Hyskeir Rock, West of Rum Island (lighthouse) 319 8 5 Hyskeir Rock, West of Rum Island (lighthouse)	Barnsness (lighthouse)		• .	7,925 18
Girdleness (fog signal)				
Pladda (improvement of light) 319 8 5  Hyskeir Rock, West of Rum Island (lighthouse)				4,061 - 1
Rhinns of Islay (fog signal) 462 6 8  Kinnaird Head (fog signal and improvement of light) - 1,018 5 27 2 11  Clett Tower, Orkneys (minor light) 27 2 11  Hoxa Head, Orkneys (minor light) 66 13 4  Boys and Beacons:  Otter Rock, Islay (gas-lighted boat) 1,497 13 10  Stromness (pier, store and gas works) 880 - 8  13,043 3 11	Pladda (improvement of light)	319 8 5		2,753 12 1
Kinnaird Head (fog signal and improvement of light) - 1,018 5 - 27 2 11 390 - Clett Tower, Orkneys (minor light) 66 13 4 458 18 18 18 18 18 18 18 18 18 18 18 18 18			•	
Duart Point, Mull (beacon light) 27 2 11 Clett Tower, Orkneys (minor light) 66 13 4 Hoxa Head, Orkneys (minor light) 66 13 4 Hoys and Beacons: Otter Rock, Islay (gas-lighted boat) 1,497 13 10 Stromness (pier, store and gas works) 880 - 8  13,043 3 11				
Hoxa Head, Orkneys (minor light) 66 13 4  soys and Beacons: Otter Rock, Islay (gas-lighted boat) 1,497 13 10 Stromness (pier, store and gas works) 880 - 8  13,043 3 11	Duart Point, Mull (beacon light)	27 2 11		
Noys and Beacons: Otter Rock, Islay (gas-lighted boat) 1,497 13 10 Stromness (pier, store and gas works) 880 - 8  13,043 3 11				
Otter Rock, Islay (gas-lighted boat) 1,497 13 10 Stromness (pier, store and gas works) 880 - 8  13,043 3 11		00 79 3		
Stromness (pier, store and gas works)   880 - 8   2,511;2		1,497 18 10		3.002 71
13,043 8 11	Stromness (pier, store and gas works)			2,511 2
£ 71 982 8 11 289.817 4 1		<del></del>	13,043 8 11	
		1 _ ]		999 917 4 1

<sup>•</sup> Net amount, after deducting 4,500% received as compensation.
† The Admiralty repay annually 2,275% for the use of a light vessel at the Dover Pier Works.

(C.) STATEMENT of the BALANCE in Hand at the close of the Account for 1901-1902.

PARTICULARS OF BALANCE.		Cash.
In the hands of His Majesty's Paymaster General (adjusted for outstanding Orders)	£. s. d.	£. s. d. 64,421 10 5
Amount due from other Services		46,879 0 9
In the hands of Trinity House	5,330 - 11	
" Commissioners of Irish Lighthouses	3,719 2 2	
" , Commissioners of Northern Lighthouses -	7,738 5 11	16,787 9 0
		128,088 0 2
Less,-Amount due to Sundry Sub-Accountants -		3,859 12 5
	£.	124,728 7 9
Securities-—  2 <sup>2</sup> / <sub>2</sub> per cent. Consols  2 <sup>1</sup> / <sub>2</sub> per cent. Stock	£ - 20,000 - 201,244	

Exchequer and Audit Department, Somerset House,
London, W.C.

I HEREBY certify that the Statement of the Account of the General Lighthouse Fund, as rendered
by Sir T. W. P. Blomefield, Bart., Assistant Secretary to the Board of Trade, from 1st April 1901 to
31st March 1902, has been signed and passed by me under the 36th section of the Act 29 & 30 Vict.
c. 39, and that the Charge and Discharge on the said Account are as follows:--

									£.	5.	d.
Charge	-	-	-	-	-	-	-	-	630,201	14	5
Discharge	-	-	-	-	-		-	-	<b>5</b> 05,473	6	8

and that on the said Account the Accounting Officer is indebted in the sum of One hundred and twenty-four thousand seven hundred and twenty-eight pounds seven shillings and ninepence.

Given under my hand this 15th day of December 1902.

D. C. RICHMOND, Comptroller and Auditor General.

į į					
					·
					·
		·			
!					
,		•	·		
		·			
				·	

GENERAL LIGHTHOUSE FUND.

1901-1902.

AN ACCOUNT of the GENERAL LIGHTHOUSE FUND, under the Acts 57 & 58 Vict. c. 60, s. 679, and 61 & 62 Vict. c. 44, showing the Income and Expenditure for the Year ended 31st March 1902.

(Presented pursuant to Act 57 & 58 Vict. Cap. 60. Sec. 679.)

Ordered, by The House of Commons, to be Printed, 16 December 1902.

[Price 1d.]

401.

# LIGHTHOUSES, &c. (LOCAL INSPECTIONS).

COPIES of Reports to the Board of Trade by the Trinity House of Deptford Strond, the Commissioners of Northern Lighthouses, and the Commissioners of Irish Lights, of their Inspection of Local Lighthouses, Buoys, and Beacons (in continuation of Parliamentary Paper, No. 275 of Session 1901).

Board of Trade, 19 June 1902.

FRANCIS J. S. HOPWOOD.

(Presented pursuant to the 652nd Section of the Merchant Shipping Act, 1894.)

Ordered, by The House of Commons, to be Printed,
19 June 1902.

#### LONDON:

PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from

EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or

OLIVER AND BOYD, EDINBURGH; or

E. PONSONBY, 116, GRAPTON STREET, DUBLIN.

# COPIES of REPORTS to the BOARD OF TRADE by the TRINITY HOUSE of the COMMISSIONERS of IRISH LIGHTS, of their Inspection

No. 1. - - - - - - - - - (H. 16,065.)

RETURN of Inspection of Local Lights, &c., by the Corporation of

	Date		Ligh		Source		Condition of Lantern,		
NAME OF LIGHT, &c.	of Visit.	Local Authority.	Character. System.		above High Water.	of Light.	Apparatus, and		
NEW QUAY: On Pier Head	1901 : 30 July -	Harbour Company of New Quay.	White with Red Sector, Fixed	Catoptric	Feet.	Oil	Fairly efficient	: •	
			•						
ABERYSTWITH: On Pier Head -	30 July	Corporation of	White with	Catoptric	35	Oil	Efficient -	-	۱,
	·	Aberystwith.	Red Sector, Fixed						
2 N.N.W. and S.S.E	30 ,, -	- ditto	Red, Fixed	- ditto -	15 <b>3</b> 0	Oil Oil	- ditto -	-	'
2 in a field	30 " -	ditto	White, Fixed	- ditto -	30	Oil	- ditto -	•	'
ARERDOVEY:									
On Hill	30 July -	Cambrian Railway Company.	White, Fixed	Catoptric	_	Oil	Efficient -	-	1
2 Leading Lights on Hill	30 " -	ditto	- ditto -	- ditto -	-	Oil	- ditto -	-	1
On outer end of Pier -	30 " -	ditto	- di <b>t</b> to -	Dioptric	9	Oil	- ditto -	•	
BARMOUTH: 2 Leading Lights	30 July -	Barmouth Har- bour Board.	White, Fixed	Catoptric	{ 38   14 }	Oil	Sufficient for purpose.	the	
AMLWCH: On North Pier	2 Aug	Amlwch Harbour Trustees.	White or Red, Fixed	Catoptric	26	Сав	Efficient -	-	
FARTH: On Pier Head	3 Aug	Corporation of Bangor.	Red, Fixed	Dioptric	35	Gas	Efficient -	•	10
BRAUMARIS: On Pier Head	3 Aug	Beaumaris Town Council.	Red, White	Dioptric	16 <del>3</del>	Gas	Efficient -	•	11
On Mount Field	3 " -	ditto	Fixed White, Fixed	- ditto -	261	Gas	- ditto -	•	1:
Parativa .									
PENBHYN: On N. Pier Head	3 Aug	Lord Penrhyn -	Green, Fixed		244	Gas	(See remarks)	•	1:
On S. Pier Head	3 " -	ditto	Red, Fixed	_	254	Gas	- ditto -	•	14
RIVER DEE: 3 at Connah's Quay on the stone causeway.	7 Aug	Dee Conservancy Board.	White, Fixed	Dioptric	${10 \choose 20 \choose 10}$	Oil	Efficient -	•	15
HOYLAKE:  Meols Outfall Beacon -	6 Aug	Hoylake and West Kirby Urban District Council.	Red, Fixed	Dioptric		Gas	Efficient -		16

DEPTFORD STROND, the COMMISSIONERS of NORTHERN LIGHTHOUSES, and of LOCAL LIGHTHOUSES, BUOYS, and BEACONS.

No. 1.

TRINITY HOUSE, in 1901, pursuant to the 652nd Section of the Act 57 & 58 Vict. c. 60.

_	Fog Sig	gnals.	Tide Si	gnals.		Buoys and	Beacons.				
	Description.	Condition.	Description.	Condition.	Number.	Colour, Shape, &c.	Condition.	If in best Position.	REMARKS.		
1	_	_	<b></b> 		1 buoy	Red can -	Good -	Yes -	Better fitment for lamp recommend- ed, also suggest the advisability of ex- hibiting the light all the year round, from sunset to sun- rise, be considered.		
2	Ho.n -	Fair -	_	<del></del> .	-			-			
3	_	_	_		-	-		-	_		
4	-		_		-			-	_		
5 6 7	. <del>-</del> -	-   -   -   -		- - -	- -	- - -	_ _ _	-	Leading lights are exhibited when vessels are to be piloted into the harbour.		
8		_		- -	3   1 black can - 2 red can - Black, barrel top mark		Fair -	Yes -	No uniform system of huoyage, as the channel changes cons'antly.		
9		_	_	_	-	_	-	-	-		
10			- <b>-</b>	_	-	_	_	-	<b>-</b> ·		
11	_	_		- }	16 buoys	6 red conical 1 red - 8 black nun 1 black and	(See remarks)	-	Uniform system of buoyage in force, and channel well		
12		. –	. –	<b>–</b> J		white can		-	marked.		
13 14		-	_ _	_	-	<u>-</u>	_ _	-	Exhibited from 1st October to 30th April, and occasionally at other times.		
15	_	-	_ ·	_	Various perches	Surmounted by one or two bushes and barrels.	Fair	Yes -	No uniform system of marking channel by the perches.		
16	· <b>-</b>			. –	-	_	_		Marking outfall, and also a useful guide to small vessels and fishermen.		

No. 1.—RETURN of Inspection of Local Lights, &c., by the Corporation of Trinity House,

	Date		Ligh	t.		Source	Condition of Lantern,		
NAME OF LIGHT, &c.	of Visit.	Local Authority.	Character.	above High	of Light.	Apparatus, and			
IVER MERSEY, &C.:  3 on Jetty at N. end of Liverpool Landing	1901. Between 2 and 7	Mersey Docks and Harbour Board.	2 White. Fixed. 1 Green,		Feet. 26 }	Gas	Very efficient	_	
Stage. Point Lynas	August.	ditto	Fixed. White, Oc-	Dioptric	128	Oil	- ditto -	_	
Great Orme's Head	79 39	ditto	white and	- ditto -	325	Oil	- ditto -		
Hoylake	, ,	ditto	Red Fixed. White, Fixed	- ditto -	53	Oil	- ditto -	_	
Leasowe		ditto	ditto -	Catoptric	94	Oil	- ditto -	_	
Bidston	" "	ditto	ditto -	Dioptric	214	Oil	- ditto -	•	
Rock	, ,,	ditto	White,	- ditto -	63	Oil	- ditto -	•	
	, ,		Flashing.	- ditto -	1			•	
North Wall	,, ,,	ditto	culting.	- aitto -	56	Oil	- ditto -	•	
Harrington Lock: N. Pier Head	,, ,,	ditto	Red, Fixed	_	_	Gas	- ditto -	-	
Piermaster's Office -	, ,,	ditto	ditto -	_	_	Gas	- ditto -	_	
Herculaneum Dock :									
On Wall	, ,	ditto	ditto -	_		Gas	- ditto -	-	
Between Nos. 1 and 2 Graving Docks.	,, ,,	ditto	ditto -	_	-	Gas	- ditto -	•	
S.W. corner -	,, ,,	ditto	White and Red, Fixed	_	_	Gas	- ditto	-	
North-West Lightship -	,, ,,	ditto	White, Re-	Catoptric	30	Oil	- ditto "-	-	
Formby Lightship	""	ditto	Red, Revolving.	- ditto -	30	Oil	- ditto -	-	
Bar Lightship	, ,	ditto	White, Flashing.	- ditto -	30	Oil	- ditto -		
Crosby Lightship	, ,	ditto	ditto -	- ditto -	27	Oil	- ditto -	-	
Upper Mersey Lightship -	,, ,,	ditto	White, Oc-	Dioptric	25	Oil	- ditto -		
			culting.	: •	,				
VER MERSET:		_							
Runcorn Bridge Garston Docks:	7 Aug	London & North Western Rail- way Co.	4 Red Fixed	Catoptric	191	Oil	Efficient -	•	
Old Dock, Pier Head '-	7 ,, -	ditto	Red or White Fixed.		32	Gas	- ditto -	-	
New Dock, Pier Head -	7 " -	ditto	ditto -	Catadiop- tric.	41	Gas	- ditto -		
ver Mersey: Runcorn, Bridgwater Docks.	8 Aug	Manchester Ship Canal Co.	White, Red or Green, Fixed.	Catoptrio	221	Gas	Efficient -	· <b>-</b>	
			; .	•					
RKENHEAD:			'	•			1	:	
At Rock Ferry	6 Aug	Corporation of	White,	Dioptrie	181.	Gas	Good - · -	•	
At New Ferry	6 " -	Birkenhead.	Fixed.	- ditto -	26	Gas	- ditto -	-	
At Woodside Ferry -	6 " -	ditto	di <b>tto</b> -	- ditto -	25]	Gas	- ditto	-	
1				•		-		•	
ACKPOOL:							1		
On extremity of Extension Works, N. Pier.	10 " -	Blackpool Pier Company.	Green, Fixed	-	35	Gas	Efficient	•	
On Central Pier	10 ,, -	Blackpool Central	Red, Fixed		28	Oil	- ditto -		
On Victoria Pier	10 ,, -	Pier Company. Victoria Pier Company.	- ditto -	_	30	Gas	- ditto	-	

in 1901, pursuant to the 652nd Section of the Act 57 & 58 Vict. c. 60—continued.

_	Fog Sig	gnals.	Tide Sig	gnals.		Buoys and				
	Description.	Gondition.	Description.	Condition.	Number.	Colour, Shape, &c.	Condition.	If in best Position.	Remarks.	
1	Bell	Good -	_	_	)					
2	_	_	_			l black and white pillar.	h			
3	-	_		-		l black and white conical.				
4	_	-	_	_		33 red conical. 6 red conical				
5	-			_		(gas). 29 black can.				
6	-		-	_	gi	7 black can (gas). 2 black and				
7	2 Bells -	Good -	_		Buoys.	2 black and white sphe-	Good -	Yes.		
8	Siren	Good -			82	rical. 2 red pillar				
9	_		_	_		(gas). 1 black can				
10	_					(oil lighted .  1 red conical				
						bell. 1 black can				
11		-	_	_		bell.			•	
12	-	-	-	-		white can.	/		•	
13	_	-	-	-	)					
14	Steam Horn	Good -		_		1 black (Crosby Channel), and			·	
15	- ditto -	Good -	_	-	4	fitted with red flashing light.				
16	- ditto -	Good -	_	_	Bea- cons.	1 black (Dove Beacen).	Good -	Yes.		
17	- ditto -	Good -	_			2 black, mark- ing Hilbre Is-				
18	Steam Bell -	Good -	_		' (	land, River Dee entrance.	)			
19					,					
*	_	_		_		4 black can.	,			
20	_	_	Flags & Balls	Good -	9 {	3 red conical. 2 black and white can.	Good -	Yes.		
21	Bell	Good -		_						
					<b>'</b>					
22	_	-	-		-	-		-		
23	Pall	Cost								
23	Bell	Good -		_	_	_		-		
25	Bell	Good -	_		_		_	_		
		4004	_		_	_	_	-		
					į		ı			
26	_	_	· <b></b>	_	_	_		_		
27		_	_		_		_	_		
28	-	_	_		_		_ [	-		
									•	
1	227.	}		,	A	3	•			

No. 1.—RETURN of Inspection of Local Lights, &c., by the Corporation of Trinity House,

	Date		Ligh	ıt	Height	Source	Condition of Lantero, Apparatus		
NAME OF LIGHT, &c.	of Visit.	Local Authority.	character.		High	of Light.	Wate blick ment		
WALNEY ISLAND	1901. 12 Aug	Commissioners and Trustees of the Port of Lan-	White, Revolving	Catoptric	Feet.	Oil -	Efficient		1
Hawse Point	12 " -	caster. ditto	Red, Fixed	- ditto -	40	Oil -	- ditto		2
River Lune, Cockers, and Abbey:									
High Light	10 " -	ditto	White, Fixed	- ditto -	54	Oil -	- ditto		3
Low Light (Plover Scar). Glasson Dock :	10 , -	ditto	- ditto -	- ditto -	20	Oil -	- ditto		4
High Light	10 " -	ditto	Red & Green, Fixed	_	19	Oil -	Fair -		5
Low Light	10 " -	ditto	Red, White, and Green, Fixed.		17	Oil -	- ditto		6
Karrow:									
1 and 2 Leading Lights -	12 Aug	Furcess Railway Company.	White, Fixed	Dioptric	${20 \brace 38}$	Gas -	Efficient		7
3 and 4 ditto -	12 " -	ditto	- ditto -	- ditto -	\ \{20\}\\\\46\}	Gas -	- ditto		8
5 and 6 ditto -	12 ,	ditto	- ditto -	- ditto -	<b>20 1 20 1 61 1</b>	Gas -	- ditto		9
Elbow L'gbt ·	12 " -	ditto	- ditto -	Catoptric	26	Oil -	- ditto		10

in 1901, pursuant to the 652nd Section of the Act 57 & 58 Vict. c. 60—continued.

	Fog Sig	nals.	Tide Sig	nals.		Buoys and	·		
	Description.	Condition.	Description.	Condition.	Number.	Colour, Shape, &c.	Condition.	If in best Position.	Remarks.
1	_	-	_	_					
2	-	-	Flag	Good -	17 Buoys	l red cage l red conical l black can l+ black nun	Fair	No.	No uniform system of buoyage in force. The local authority have agreed to adopt
3	<b>–</b> .	-	_	-					it as the buoys are renewed.
4	_	-		_	)				
5	_	-	Green sector of light and	Fair -	1	Beacon -	Fair -	Yes.	
6	_	_	flag.		1	Perch.	_	_	•
7 8 9 10	- - - -	- - -	Flag and ball Red and white light. —	— Good - — —	26	1 black can gas 1 gas and bell buoy (light- ning knoll) 1 red gas buoy 2 black ditto 1 black nun 1 red nun 7 red conical 12 black can	_	Yes -	Channel well marked and lighted. Uni- form system of buoyage in force.

— No. 2. —

(H. 2,473.)

Northern Lighthouse Board,

84, George Street, Edinburgh, 4th February 1902.

Sir.

I AM directed by the Commissioners of Northern Lighthouses to transmit, for the information of the Board of Trade, copy of a Report by their Engineer, dated 25th January last, on his inspection of Harbour and Local Lights in Scotland during 1901, under "The Merchant Shipping Act. 1894," 57 & 58 Vict., c. 60, sec. 652, sub-sec. 4.

Excerpts from the Report will be duly sent to the various Harbour and

Local Authorities concerned.

I am, Sir,
Your obedient Servant,
C. Dick Peddie,
Secretary.

The Assistant Secretary,
Fisheries and Harbour Department,
Board of Trade, London.

REPORT of Inspection of HARBOUR and LOCAL LIGHTS, Year 1901, by D. A. Stevenson, Engineer to the Commissioners of Northern Lighthouses.

I BEG to report in accordance with the Mercantile Shipping Act, 1894, the result of the Harbour and Local Lights Inspection during the past year.

The following Lights were found in good order, viz.:—

Bo'ness.
Bridgeness.
Arbroath.
Montrose.
John's Haven.
Gourdon.
Stonebaven.
Aberdeen.
Gardenstown.
Macduff.

Port Knockie.
Findechtie.
Buckie.
Nairn.
Inchgarvie.
Buckpool.
Gourock.
Stornoway.
East Loch Tarbet.

St. Davids. Campbeltown.

Portsoy. Cullen.

Loch Boisdale.—This light was found in good order, except that a new pane of red glass was required, which has since been supplied.

Loch Maddy Pier Light.—This light was found to be burning properly, but a new red pane of glass was required, and also a spare lamp, which have been now supplied.

Port Ellen.—This light was found to be burning fairly well, but the ventilation was complained of, birds having built their nests in the ventilating pipes. Recommended the harbour authority that the ventilator should be carried through the roof, which has since been done.

Grangemouth.—Though the inspection of this light was not due, I have thought it well to mention that an acetylene gas light has been introduced at the end of the embankment of the river, and has proved quite satisfactory.

Loch Skiport Pier Light.—This light, on inspection, was found not to be properly ventilated, and the lamps would not burn properly. The joints of the tower should be covered with strips of wood, which would be better than the felting. The roof is also too low for the position of the window, and there might be great danger of fire should it be kept on as it is. The shelf for the lamp should be lowered 12 inches, and the window made to suit the height of the burner. The inside of the roof above the burner should be covered with tin, to prevent the lamp from charring the woodwork. These recommendations have since been attended to.

Castle Bay Pier Light.—On inspection, the lamp, which was otherwise in good order, requires a piece of wood fitted below to keep the lamp level, and this defect has been attended to.

Loch Gruinard.—On inspecting this light, nothing could be found from which a light could be shown, and my efforts have been unavailing to find when this light was interfered with, and it has consequently been taken out of the Admiralty List.

Leith and Newhaven Harbour Lights.—The lights at Leith and Newhaven were found in good order with the exception of the silver reflectors, which, although quite clean, have been badly scratched, owing to some grit or dirt getting on the cloths. The attention of the keepers were called to this.

Granton Pier Lights.—These lights were found in good order with the exception of the red light on the West Pier head. The glass chimneys and panes of lantern were very dirty. The attention of the Harbour authority was called to the defect; and I have also suggested that small lenses should be put into the pier-head light, as they would materially increase the power of the light.

Port Edgar Pier Light.—This light was found to be in a very dirty condition; the lens had not been cleaned properly for a long time; the bottom was full of water, and the lantern also very dirty and broken. The Railway Company were written to, suggesting that holes should be made to run off the water, and that it was difficult to attend to the light and clean the apparatus without a fixed platform, consisting of one or two pieces of batten, to stand on, as standing on the ladder is somewhat difficult and dangerous. The tower also requires to be properly scraped and painted both inside and out. This is being attended to by the North British Railway Company.

Kennetpans.—This light has been extinguished since the last inspection.

Clackmannan.—The same remark applied to Clackmannan.

Hawse Pier.—This light has been discontinued.

(Signed) D. A. Stevenson,

per C. A. S.

Edinburgh, 25th January 1902.

F. and H. 16,065,

### - No. 3. -

The following correspondence has passed between the Board of Trade and the Commissioners of Irish Lights upon the subject of the Inspections of Local Lighthouses, &c., in Ireland:-

(1.)

(No. 1195/01.)

Irish Lights Office, Dublin, 11th January 1902.

I AM directed by the Commissioners of Irish Lights to acknowledge the receipt of your letter of the 9th ultimo, on the subject of the inspection of Local Ports in Ireland during 1901, and to acquaint you, for the information of the Board of Trade, that no local inspection was made by the Commissioners in that year.

I am, Sir,

Your obedient Servant.

Owen Armstrong.

The Assistant Secretary, Fisheries and Harbour Department, Board of Trade.

**(2.)** 

(H. 3486.)

Board of Trade,

15th March 1902.

Sir, WITH reference to your letter of the 11th January last, No. 1,195/01, relative to the Inspection of Local Lights in Ireland in the year 1901, I am directed by the Board of Trade to inquire why the Commissioners of Irish Lights have not forwarded any reports to the Board of Trade as to inspections of local lighthouses, buoys, and beacons made by them in accordance with the provisions of section 652 of the Merchant Shipping Act, 1894, during the years 1898, 1899, 1900, and 1901.

The Secretary,

(Signed)

I am, &c.
ad) T. H. W. Pelham.

Commissioners of Irish Lights.

(3.)

(H. 3486.)

Board of Trade (Fisheries and Harbour Department), 7, Whitehall Gardens, London, S.W.,

5th April 1902. I am directed by the Board of Trade to ask that you will call the attention of the Commissioners of Irish Lights to the letter from this Department of the 15th ultimo (H. 3486), upon the subject of the Reports of Inspections of Local Lighthouses, Buoys, and Beacons in Ireland, and I am to request that you will state to the Commissioners that the Board are awaiting a reply to the above letter before presenting the Reports of the other lighthouse authorities to Parliament, and they will, therefore, be much obliged if an answer can be forwarded as soon as possible.

I am, &c.

The Secretary, Commissioners of Irish Lights.

T. W. P. Blomefield. (Signed)

(4.)

(Copy.) H. 6567.

No. 258.

Irish Lights Office,

Carlisle Buildings, Dublin,

Sir, 19th April 1902.

REFERRING to your letter of the 15th ultimo, H. 3486, on the subject of the inspection of local harbours by the Commissioners of Irish Lights:—

I am directed to forward, herewith, a copy of a report made to the Commissioners, in 1900, by a member of their body, on the result of his inspection of the lights under the jurisdiction of the Tralee and Fenit Pier and Harbour Commission; and to state that the transmission of this report to the Board of Trade was only delayed awaiting an intimation from the Tralee and Fenit authorities as to what steps they purposed taking as regards the suggested improvements of their lights; and although frequently applied to for an answer, their reply, a copy of which is also enclosed herewith, was only received in this office on the 18th instant.

I am to add that the local authority has been informed that the Commissioners of Irish Lights see no objection to the adoption of acetylene

gas as proposed.

I am, &c. (Signed) Owen Armstrong.

The Assistant Secretary,
Fisheries and Harbour Department,
Board of Trade.

#### Enclosure No. 1 in No. 4.

(Copy.) H. 6567.

"On the 30th July 1900, I proceeded to Tralee and inspected the lights on the Canal North Pier. These lights are very antiquated, and I think it would be worth the consideration of the Tralee and Fenit Harbour Commission whether they would replace them with more up-to-date lights.

(Signed)

A. G. Riall."

#### Enclosure No. 2 in No. 4.

(Copy.) H. 6567.

Sir, Tralee, 17th April 1902. I RECEIVED your telegram of yesterday's date. I have deferred to replying to yours as the question of lighting Fenit Pier has been under consideration for some time past, and a scheme for working the cranes and lighting the entire pier by electricity has for some time past been before the Fishery Department of the Board of Agriculture; but as no decision has been come to as yet, and probably will not be for some months to come, and realising the importance of having the pier properly lighted, the Commissioners, at their meeting on Tuesday last, decided to erect an acetylene plant and lights of 100 candle power each, and they would be glad to know if your Board would approve, or would think it advisable to have the light suggested by your Board supplied from this

Should your Board be still of opinion that the mineral oil lamp would be the best to adopt, it will be erected immediately on hearing from you.

I am, &c. (Signed) C. E. Leahy,

The Secretary,

Secretary.

Commissioners of Irish Lights.

Ç

227.

(5.)

(H. 6739.)

Board of Trade (Fisheries and Harbour Department), 7, Whitehall Gardens, London, S.W.

r, 29th April 1902.

With reference to your letters of the 19th and 22nd instant,\* and previous correspondence, upon the subject of the Reports of Inspections of Local Lighthouses, Buoys, and Beacons in Ireland, I am directed by the Board of Trade to request that you will point out to the Commissioners that in the letter from this Department of the 15th ultimo (H. 3486) an explanation was requested why they had not forwarded reports to the Board of Trade of inspections made by them during the years 1898, 1899, 1900, and 1901.

No explanation has been received nor has any statement as to the past or future action of the Commissioners been forwarded to the Board, beyond the Reports now forwarded, relating to inspections made in the year 1900 of lights under the jurisdiction of the Tralee and Fenit Harbour Commissioners, and in 1902 of lights at Bray and Wicklow Harbours.

In these circumstances I am to inquire whether inspections of any other local lights were made by the Commissioners in 1900 or 1902 or during the years 1898; 1899, and 1901; and also whether they intend to make arrangements for a systematic inspection of local lights for the future. The Board will be glad to be furnished with an early reply to this letter.

The Secretary, Commissioners of Irish Lights. I am, &c.,
(Signed) T. H. W. Pelham.

(6.)

(Copy.) H. 7802.

No. 430.

Irish Lights Office, Dublin. 9th May 1902.

I am directed by the Commissioners of Irish Lights to acknowledge the receipt of your letter of the 29th ultimo, further on the subject of the Inspection of Lights, Buoys, and Beacons, under the jurisdiction of Local Harbour authorities in Ireland, and to state that whilst the Commissioners regret they are not in a position to furnish any reports on such inspections for the years alluded to in your letter beyond that relating to Tralee and Fenit, yet it does not appear to be incumbent on them to make these inspections within any specified periods, section 652 (1) of the Merchant Shipping Act, 1894, leaving it at the option of the General Lighthouse Authorities to make these inspections "as they think fit."

The Commissioners, however, are taking steps to make further inspections during the present year, some having already been carried out.

I am, &c.

The Assistant Secretary,
Fisheries and Harbour Department,
Board of Trade.

(Signed) Owen Armstrong, Secretary.

\* This letter forwarded inspections of some local lights in 1902, which are not included in this Return.

Н. 6739.

. 

•

LIGHTHOUSES, &c. (LOCAL INSPECTIONS).

COPIES of Reports to the BOARD of TRADE by the TRINITY HOUSE of DEPTFORD STROND, the COMMISSIONERS OF NORTHERN LIGHTHOUSES, and the COMMISSIONERS OF IRISH LIGHTS, of their Inspection of LOCAL LIGHTHOUSES, BUOYS, and BEACONS (in continuation of Parliamentary Paper, No. 275, of Session 1901).

(Presented pursuant to the 652nd Section of the Merchant Shipping Act, 1884.)

Ordered, by The House of Commons, to be Printed, 19 June 1902.

 $[Price\ 2d.]$ 

227.

GE RATE OF MAY 15 195

## MERCHANT SHIPPING (LIFE-SAVING APPLIANCES).

COPY

OF

# RULES

## MADE BY THE BOARD OF TRADE

UNDER

"THE MERCHANT SHIPPING ACT, 1894" (57 & 58 Vict. c. 60).

To come into effect on the 31st day of March 1902.

Board of Trade, 10 February 1902.

FRANCIS J. S. HOPWOOD,

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, to be Printed, 11 February 1902.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and 32, ABINGDON STREET, WESTMINSTER, S.W.; or OLIVER AND BOYD, EDINBURGH; or E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

RULES made by the Board of Trade under "The Merchant Shipping Acr, 1894" (57 & 58 Vict. c. 60), to come into effect on the 31st day of March 1902.

## AT THE COUNCIL CHAMBER, WHITEHALL.

This 10th day of February 1902.

#### PRESENT:

The Right Honourable GERALD WILLIAM BALFOUR, M.P.

In pursuance of the provisions of Section 427 of the Merchant Shipping Act, 1894, the Board of Trade do hereby make the annexed Rules relating to Life-Saving Appliances, in substitution of any Rules heretofore made under the Merchant Shipping (Life-Saving Appliances) Act, 1888, and do hereby direct that these Rules shall come into effect on the 31st day of March 1902.

(Signed) G. W. BALFOUR.

# "MERCHANT SHIPPING ACT, 1894."

For the purposes of these Rules, British ships shall be arranged into the following classes:—

	TOHOW	mg. (		75:	•									•	
															PAGE
	CLASS.	1	-	-	•	-	-	-	-	•	<b>-</b> .	-	-	-	5
Division (A).	$\mathbf{p}$	Stea rovis	amsh sions	ips of th	arryii ө" М	ng er ercha	nigrai nt Sh	nt pa ippina	sseng g Act	ers s .''	ubjec	t to	all (	he	
	CLASS	2	-	-	-	-	-	-	-	-	-	-	-	-	6
	th	Forme "]	eign- Merc	going hant	g stea Shipp	mship ping A	os hav Act.''	ving j	passei	nger	certifi	cates	und	ier	•
	CLASS	3	-	-	<del>-</del>	-	-	-	-	-	•	-	-	-	6
	w th	hippi ithin ie Ui	ing A the nited	lct" hom King	autho e-trade	orisin le lim or b	g the its; t etwee:	m to that in the	carry s to a Unite	pase say, bed Ki	er the senger petwee ngdon	s any	ywhe aces	ere in	
	CLASS	4	-	-	-	-	-	-	-	-	-	-	-	_	7
		For	eign-	goin	g stea	mship	es not	certi	fied to	o carr	y pasa	enge	rs.		
ſ	CLASS	1 .	-	-	-	-	-	-	-	-	-	-	-	-	7
	pı	Sail rovis	ing s ions	ships of th	carry e " <b>M</b>	ing e ercha	emigra nt Shi	int pa	asseng g Act	gers s	subjec	t to	all t	he	
	CLASS	2	-	-	•	-	-	-	-	-	-	-	-	-	8
Jivision (B)	su	Fore abjec	eign- t to a	going all th	g sail e prov	ling vision	ships s of t	carı he " I	ying Merch	pass ant S	enger hippii	s, b	ut , r et.''	ot	
ZVI	CLASS	3	-	-	_	-	-	-	_	-	_	_	_	_	8
7		For	eign-	going	g saili	ng sh	ips no	ot car	rying	pass	engers	<b>3.</b>			_
	CLASS	4	-	-	-	-	-	-	•	-	-	-	-	-	8
	tr		ing s limit		carry	ing p	passen	gers	anyw	here	withir	the	hon	<b>16</b> -	
	CLASS	1	-	-	-	-	-	-	-	-	-	-	-	-	9
Division (C).	₩	Stea rithir	msh the	ips n hom	ot cer e-trad	rtified e lim	to caits.	arry ]	passei	ngers	plyin	g an	<del>yw</del> h	ere	
Divi	CLASS	2	-	-	-	-	-	-	-	_	-	_	_	-	9
_		Sail	ing s	ships	in the	sam	e trad	es no	t carr	ying	passe	ngers	•		

PAGE

#### DIVISION (A).—CLASS 1.

RULES for Steamships carrying Emigrant Passengers subject to all the Provisions of the "Merchant Shipping Act."

- (a.) Ships of Division (A) Class 1, shall carry boats placed under davits, fit and ready for use, and having proper appliances for getting them into the water, in number and capacity as prescribed by the Table in the Appendix to these Rules; such boats shall be equipped in the manner required by and shall be of the description defined in the General Rules appended hereto.
- (b.) Masters or owners of ships of this class claiming to carry fewer boats under davits than are given in the Table must declare before the collector or other officers of Customs, at the time of clearance, that the boats actually placed under davits are sufficient to accommodate all persons on board, allowing 10 (ten) cubic feet of boat capacity for each adult person, or "statute adult."
- (c.) Not less than half the number of boats placed under davits having at least half the cubic capacity required by the Tables, shall be boats of Section (A), or Section (B). The remaining boats may also be of such description, or may, in the option of the shipowner, conform to Section (C), or Section (D), provided that not more than two boats shall be of Section (D).
- (d.) If the boats placed under davits in accordance with the Table do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible or other boats of approved description (whether placed under davits or otherwise) or approved life-rafts shall be carried. One of these boats may be a steam launch; but in that case the space occupied by the engines and boilers is not to be included in the estimated cubic capacity of the boat.

Subject to the provisions contained in paragraph (f) of these rules, such additional boats or rafts shall be of at least such carrying capacity that they and the boats required to be placed under davits by the Table provide together in the aggregate, in vessels of 5,000 tons gross and upwards, three-fourths, and in vessels of less than 5,000 tons gross, one-half, more than the minimum cubic contents required by Column 3 of that Table. For this purpose 3 cubic feet of air case in the life raft is to be estimated as 10 cubic feet of internal capacity. Provided always that the rafts will accommodate all the persons for which they are to be certified under the rules, and also have 3 cubic feet of air case for each person.

All such additional boats or rafts shall be placed as conveniently for being available as the ship's arrangements admit of, having regard to the avoidance of undue encumbrance of the ship's deck, and to the safety of the ship for her voyage.

- (e.) In addition to the life-saving appliances before mentioned, ships of this class shall carry not less than one approved life-buoy for every boat placed under davits. They shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.
- (f.) Provided nevertheless that no ship of this class shall be required to carry more boats or rafts than will furnish sufficient accommodation for all persons on board.

 $\ddot{z}$ 

#### DIVISION (A).—CLASS 2.

RULES for Foreign-going Steamships having Passenger Certificates under the "Merchant Shipping Act."

Ships of this class shall be subject to the same requirements as those in Division (A), Class 1.

#### DIVISION (A).—CLASS 3.

- RULES for Steamships having Passenger Certificates under the "Merchant Shipping Act" authorising them to carry Passengers anywhere within the Home Trade Limits; that is to say, between places in the United Kingdom or between the United Kingdom and Ports in Europe between the River Elbe and Brest.
- (a.) Ships of this class shall carry boats placed under davits in accordance with the Table.
- (b.) Masters or owners of ships of this class claiming to carry fewer boats under davits than are given in the Table must declare before the collector or other officer of Customs that the boats actually placed under davits are sufficient to accommodate all persons on board, allowing 10 (ten) cubic feet of boat capacity for each adult person, or "statute adult."
- (c.) Not less than half the number of boats placed under davits shall be boats of Section (A), or Section (B). The remaining boats may also be of such description, or may, in the option of the shipowner, conform to Section (C), or Section (D), provided that not more than two boats shall be of Section (D).
- (d.) If the boats placed under davits in accordance with this requirement do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts, or approved buoyant deck seats, or other approved buoyant deck fittings, shall be carried of at least such cubical capacity that they and the boats required to be placed under davits by the Table provide together in the aggregate one-half more than the minimum cubic contents provided by Column 3 of that Table. For this purpose 3 cubic feet of air case in the life-raft is to be estimated as 10 cubic feet of internal capacity. Provided always that the rafts will accommodate all the persons for which they are to be certified under the rules, and also have 3 cubic feet of air case for each person.
- (e.) Ships of this class shall carry not less than six approved life-buoys.
- (f.) They shall also carry, in addition to the boats and appliances required above, approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.
- (g.) Provided nevertheless that no ship of this class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.

#### DIVISION (A).—CLASS 4.

RULES for Foreign-going Steamships not certified to carry Passengers.

- (a.) Ships of this class shall carry, on each side, at least so many and such boats of wood or metal placed under davits (of which one on one side shall be a boat of Section (A), or Section (B), and on the other side shall be a boat of Section (A), or Section (B), or Section (C)), that the boats on each side of the ship shall be sufficient to accommodate all persons on board.
- (b.) They shall carry approved life-belts, so that there may be one for each person carried on board the ship.
- (c.) They shall carry not less than six approved life-buoys.

  In the case of small steamships a discretion may be exercised by the Board of Trade to modify the requirements as to boats.

#### DIVISION (B).—Class 1.

RULES for Sailing Ships carrying Emigrant Passengers subject to all the Provisions of the "Merchant Shipping Act."

- (a.) Ships of Division (B), Class 1, shall carry boats in accordance with the Table, and such boats shall be as far as practicable placed under davits, with proper appliances for getting them into the water. All boats not placed under davits are to be so carried that they can be readily got into the water.
- (b.) Not less than half the number of boats placed under davits having at least half the cubic capacity required by the Tables, shall be boats of Section (A), or Section (B). The remaining boats may also be of such description, or may, in the option of the shipowner, conform to Section (C), or Section (D), provided that not more than two boats shall be of Section (D).
- (c.) If the boats placed under davits in accordance with the Table do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts shall be carried. One of these boats may be a steam launch; but in that case the space occupied by the engines and boilers is not to be included in the estimated cubic capacity of the boat.

Subject to the provisions contained in paragraph (e) of these rules, such additional boats or rafts shall be of at least such carrying capacity that they and the boats required to be placed under davits by the Table, provide together in the aggregate three-fourths more than the minimum cubic contents required by Column 3 of that Table. For this purpose 3 cubic feet of air case in the life-raft is to be estimated as 10 cubic feet of internal capacity. Provided always that the rafts will accommodate all the persons for which they are to be certified under the rules, and also have 3 cubic feet of air case for each person.

All such additional boats or rafts shall be placed as conveniently for being available as the ship's arrangements admit of, having regard to the avoidance of undue encumbrance of the ship's deck, and to the safety of the ship for her voyage.

- (d.) In addition to the life-saving appliances before mentioned, ships of this class shall carry not less than one approved life-buoy for every boat required by the rules to be placed under davits. They shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.
- (e.) Provided nevertheless that no ship of this class shall be required to carry more boats or rafts than will furnish sufficient accommodation for all persons on board.

#### DIVISION (B).—CLASS 2.

RULES for Foreign-going Sailing Ships carrying Passengers, but not subject to all the Provisions of the "Merchant Shipping Act."

Ships of this class shall be subject to the same requirements as those in Division (B), Class 1.

#### DIVISION (B).—Class 3.

RULES for Foreign-going Sailing Ships not carrying Passengers.

- (a.) Ships of this class shall carry a boat or boats of Sections (A) or (B) sufficient for all the persons on board, and in addition thereto one good serviceable boat of Section (D). Such boats shall as far as practicable having due regard to their safety at sea, be placed under davits, with proper appliances for getting them quickly into the water; all boats not placed under davits are to be so carried that they can readily be got into the water to the satisfaction of the Board of Trade officer.
- (b.) They shall carry approved life-belts as required for ships in Division (B), Class 1, and also one life-buoy for each boat of wood or metal.

In the case of small vessels a discretion may be exercised by the Board of Trade to modify the boat requirements.

#### DIVISION (B).—Class 4.

Sailing Ships carrying Passengers anywhere within the Home Trade Limits.

(a.) Ships of this class shall carry a boat or boats of Sections (A) and (B) or (C) sufficient for all the persons on board. Such boats shall be as far as practicable under davits; all boats not placed under davits are to be so carried that they can readily be got into the water to the satisfaction of the Board of Trade officer.

(b.) They shall carry four life-buoys and a life-belt or other similar approved article for each person on board.

#### DIVISION (C).—CLASS 1.

RULES for Steamships not certified to carry Passengers plying anywhere within the Home Trade Limits.

- (a.) Ships of this class shall carry, on each side, at least so many and such boats of wood or metal placed under davits (of which one on each side shall be a boat of Section (A), or of Section (B), or of Section (C),) that the boats on each side of the ship shall be sufficient to accommodate all persons on board. They shall have proper appliances for getting the boats into the water.
- (b.) They shall also carry approved life-belts, so that there may be at least one for each person carried on board the ship.
  - (c.) They shall also carry not less than four approved life-buoys.

#### DIVISION (C).—CLASS 2.

RULES for Sailing Ships in the same Trades not carrying Passengers.

- (a.) Ships of this class shall carry a boat or boats of wood or metal, at least sufficient for all persons on board, and in such a position as to be readily got into the water. Each boat shall be provided with one gallon of vegetable or animal oil, and a vessel of an approved pattern for distributing it in the water in rough weather.
- (b.) Ships of this class shall also carry an approved life-belt for each person on board.
  - (c.) They shall also carry at least two approved life-buoys.

#### DIVISION (D).—CLASS 1.

- RULES for Steamships having Passenger Certificates authorising them to carry Passengers within certain specified Limits of the Home Trade; that is to say, on short specified Passages along the Coasts of the United Kingdom, or between Great Britain and Ireland, or between Great Britain or Ireland and the Isle of Man.
- (a.) Ships of this class shall, according to their tonnage, carry boats placed under davits, as required by the Table.
- (b.) Masters or owners of ships of this class claiming to carry fewer boats under davits than are given in the Table must declare before the collector or other officer of Customs that the boats actually placed under davits are sufficient to accommodate all persons on board, allowing 10 (ten) cubic feet of boat capacity for each adult person, or "statute adult." Not less than half the number of boats placed under davits having at least half the cubic capacity required by the Tables, shall be of boats Section (A) or Section (B). The remaining boats may also be of such description, or may, in the option of the shipowners, conform to Section (C) or Section (D), provided that not more than two boats shall be of Section (D).
- (c.) If the boats placed under davits in accordance with the above requirements do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of

approved description (whether placed under davits or otherwise), or approved life-rafts, or approved buoyant deck seats, or other approved buoyant deck fittings, shall be carried of at least such cubical capacity that they and the boats required to be placed under davits by the Table provide together in the aggregate one-half more than the minimum cubic contents provided by column 3 of the Table. For this purpose 3 cubic feet of air case in the life-raft is to be estimated as 10 cubic feet of internal capacity; provided always that the rafts will accommodate the persons for which they are certified under the rules, and also have 3 cubic feet of air case for each person.

- (d.) Ships of this class shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.
- (e.) At least one approved life-buoy shall also be provided for each boat of wood or metal carried by the ship, but in no case shall less than six approved life-buoys be provided.
- (f.) Provided nevertheless that no ship of this class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.

#### DIVISION (D).—CLASS 2.

Steamships carrying passengers in estuaries or mouths of rivers, or on short excursions or pleasure trips to sea:—

- (a.) Ships of this class shall carry at least two boats of Section (A), or Section (B), or Section (C), placed under davits, and with proper appliances for getting them into the water.
- (b.) They shall also carry other boats, approved bouyant apparatus, and (or) approved life-belts sufficient (with the boats required by paragraph (a)) to keep affoat all the persons on board the ship.
  - (c.) At least four approved life-buoys shall be carried.

#### DIVISION (D).—CLASS 3.

Steamships not certified to carry passengers, and employed solely in the coasting trade:—

- (a.) Ships of this class shall carry one boat of Sections (A), (B), or (C), so fitted that it can be readily put out on either side of the ship, and amply sufficient to carry all the persons on board.
  - (b.) They shall carry two approved life-buoys.
- (c.) They shall carry life-belts, so that there may be one for each person on board the ship.

#### DIVISION (D).—CLASS 4.

Sailing ships not carrying passengers, and employed solely in the coasting trade:—

- (a.) Ships of this class shall carry one boat so fitted that it can be readily put out on either side of the ship, and amply sufficient to carry all the persons on board.
  - (b.) They shall carry two approved life-buoys.
- (c.) They shall carry life-belts so that there may be one for each person on board the ship.

#### DIVISION (D).—Class 5.

Steam fish carriers, tug boats, and steam lighters which proceed to sea:—

- (a.) Ships of this class shall carry one boat of Sections (A), (B), or (C), so fitted that it can be readily put out on either side of the ship, and amply sufficient to carry all the persons on board.
  - (b.) They shall carry two approved life-buoys.
- (c.) They shall carry life-belts, so that there may be one for each person on board the ship.

#### DIVISION (D).—CLASS 6.

Steam launches proceeding for short distances to sea:-

- (a.) Steam launches are themselves little more than boats, and therefore shall not be required to carry boats.
  - (b.) They shall carry two approved life-buoys.
- (c.) They shall carry life-belts, so that there may be one for each person on board.

#### DIVISION (E).—CLASS 1.

- RULES for Steamships carrying Passengers on Rivers, Lakes, or land-locked inland waters, but not going to Sea, or into Rough Waters.
- (a.) Ships of this class shall carry one boat in such a position that it can readily be got into the water. They shall also carry approved buoyant apparatus or approved life-belts and approved life-buoys at least sufficient, together with the boat, to keep afloat all persons carried on board.
  - (b.) At least four approved life-buoys shall be carried.

Note.—A discretion may be exercised by the Board of Trade to relieve steam launches, steamers plying in narrow waters, and ferry boats, from the operation of the whole or part of Rule (a.) of this Class.

#### DIVISION (E).—CLASS 2.

Tug boats and steam lighters which do not proceed to sea:-

- (a.) These vessels shall carry one boat of any Section sufficient to carry all the persons on board.
  - (b.) They shall carry two approved life-buoys.
- (c.) They shall carry approved life-belts, so that there may be one or each person on board.

#### DIVISION (E).—CLASS 3.

Hulks, dredgers, steam hoppers, &c.

If these vessels do not proceed to sea from one port to another they shall carry the same boats and appliances as provided for in Class 2.

If they proceed to sea from one port to another they shall carry in addition one boat of Sections (A), (B), or (C) sufficient to carry all the persons on board, and with proper appliances to enable it to be put out readily on either side of the ship.

#### GENERAL RULES.

- (1.)—Boats.—All boats shall be constructed and properly equipped as provided by these Rules, and all boats and other life-saving appliances are to be kept ready for use to the satisfaction of the Board of Trade. Internal buoyancy apparatus may be constructed of wood, or of copper or yellow metal of not less than 18 ozs. to the superficial foot, or of other durable material.
  - Section (A).—A boat of this section shall be a life-boat, of whale-boat form, properly constructed of wood or metal, having for every 10 cubic feet of her capacity computed as in Rule (2), at least 1 cubic foot of strong and serviceable inclosed air-tight compartments, so constructed that water cannot find its way into them. In the case of metal boats an addition will have to be made to the cubic capacity of the air-tight compartments, so as to give them buoyancy equal to that of the wooden boat.
  - Section (B).—A boat of this section shall be a life-boat, of whale-boat form, properly constructed of wood or metal, having inside and outside buoyancy apparatus together equal in efficiency to the buoyancy apparatus provided for a boat of Section (A). At least one-half of the buoyancy apparatus must be attached to the outside of the boat.
  - Section (C).—A boat of this section shall be a life-boat, properly constructed of wood or metal, having some buoyancy apparatus attached to the inside and (or) outside of the boat equal in efficiency to one-half of the buoyancy apparatus provided for a boat of Section (A) or Section (B). At least one-half of the buoyancy apparatus must be attached to the outside of the boat.
  - Section (D).—A boat of this section shall be a properly constructed boat of wood or metal.
  - Section (E).—A boat of this section shall be a boat of approved construction, form, and material, and may be collapsible.
- (2.) Cubic Capacity.—The cubic capacity of a boat shall be deemed to be her cubic capacity, ascertained (as in measuring ships for tonnage capacity) by Stirling's rule; but as the application of that rule entails much labour, the following simple plan, which is approximately accurate, may be adopted for general purposes, and when no question requiring absolute correct adjustment is raised:—
  - Measure the length and breadth outside and the depth inside. Multiply them together and by '6; the product is the capacity of the boat in cubic feet. Thus a boat 28 ft. long, 8 ft. 6 in. broad, and 3 ft. 6 in. deep, will be regarded as having a capacity of  $28 \times 8.5 \times 3.5 \times 6 = 499.8$ , or 500 cubic feet. If the oars are pulled in rowlocks, the bottom of the rowlock is to be considered the gunwale of the boat for ascertaining her depth.

(3.) Number of Persons for Boats.—The number of persons a boat of section (A) shall be deemed fit to carry shall be the number of cubic feet ascertained as in Rule (2) divided by 10.

The number of persons a boat of Section (B), Section (C), Section (D), or Section (E) shall be deemed fit to carry shall be the number of cubic feet ascertained as in Rule (2) divided by 8. The space in the boat shall be sufficient for the seating of the persons carried in it, and for the proper use of the oars.

- (4.) Appliances for lowering Boats.—Appliances for getting a boat into the water must fulfil the following conditions:—Means are to be provided for speedily, but not necessarily simultaneously or automatically, detaching the boats from the lower blocks of the davit tackles; the boats placed under davits are to be attached to the davit tackles and kept ready for service; the davits are to be strong enough and so spaced that the boats can be swung out with facility; the points of attachment of the boats to the davits are to be sufficiently away from the ends of the boats to ensure their being easily swung clear of the davits; the boats' chocks are to be such as can be expeditiously removed; the davits, falls, blocks, eyebolts, rings, and the whole of the tackling are to be of sufficient strength; the boats' falls are to be long enough to lower the boat into the water with safety when the vessel is light. The lifelines shall be fitted to the davits and be long enough to reach the water when the vessel is light; and hooks are not to be attached to the lower tackle blocks.
- (5.) Equipments for Collapsible or other Boats and for Life-Rafts.—In order to be properly equipped, each boat shall be provided as follows—
  - (a.) With the full single-banked complement of oars, and two spare oars.
  - (b.) With two plugs for each plug-hole attached with lanyards or chains, and one set and a half of thole pins or crutches attached to the boat by sound lanyards.
  - (c.) With a sea-anchor, a baler, a rudder and a tiller, or yoke and yoke lines, a painter of sufficient length, and a boat-hook, The rudder and baler to be attached to the boat by sufficiently long lanyards, and kept ready for use. In boats where there may be a difficulty in fitting a rudder a steering oar may be provided instead.
  - (d.) A vessel to be kept filled with fresh water shall be provided for each boat.
  - (e.) Life-rafts shall be fully provided with a suitable approved equipment.
- (6.) ADDITIONAL EQUIPMENTS FOR BOATS OF SECTION (A) AND SECTION (B).—In order to be properly equipped, each boat of Sections (A) and (B) in addition to being provided with all the requisites laid down in Rule (5), shall be equipped as follows, but not more than four boats in any one ship require to have this outfit, and where boats of Sections (A) or (B) are carried in lieu of boats of Sections (C) or (D), this additional outfit need not be insisted on:—
  - (a.) With two hatchets or tomahawks, one to be kept in each end of the boat, and to be attached to the boat by a lanyard.
  - (b.) With a mast or masts, and with at least one good sail, and proper gear for each.
  - (c.) With a line becketted round the outside of the boat and securely made fast.
  - (d.) With an efficient compass.
  - (e.) With one gallon of vegetable or animal oil, and a vessel of an approved pattern for distributing it in the water in rough weather.
  - (f.) With a lantern trimmed, with oil in its receiver sufficient to burn eight hours.

- (7.) Number of Persons for Life-Rafts.—The number of persons that any approved life-raft for use at sea shall be deemed to be capable of carrying shall be determined with reference to each separate pattern approved by the Board of Trade; provided always, that for every person so carried there shall be at least 3 cubic feet of strong and serviceable inclosed airtight compartments, constructed so that water cannot find its way into them. Any approved life-raft of other construction may be used, provided that it has equivalent buoyancy to that hereinbefore described. Every such approved life-raft shall be marked in such a way as to plainly indicate the number of adult persons it can carry.
- (8.) Buoyant Apparatus.—Approved buoyant apparatus shall be deemed sufficient, so far as bouyancy is concerned, for a number of persons, to be ascertained by dividing the number of pounds of iron which it is capable of supporting in fresh water by 32. Such buoyant apparatus shall not require to be inflated before use, shall be of approved construction, and marked in such a way as plainly to indicate the number of persons for whom it is sufficient.
- (9.) Life-Belts.—An approved life-belt shall mean a belt which does not require to be inflated before use, and which is capable at least of floating in the water for 24 hours with 15 lbs. of iron suspended from it. Life-belts are to be cut out 2 inches under the arm-pits, and fitted so as to remain securely in their place when put on.
  - (10.) Life-Buoys.—An approved life-buoy shall mean either—
  - (a.) A life-buoy built of solid cork, capable of floating in the water for at least 24 hours with 32 lbs. of iron suspended from it; or
  - (b.) A strong life-buoy of any other approved pattern or material, provided that it is capable of floating in the water for at least 24 hours with 32 lbs. of iron suspended from it, and provided also that it is not stuffed with rushes, cork shavings or other shavings, or loose granulated cork, or other loose material, and does not require inflation before use.

All life-buoys shall be fitted with beckets securely seized, and not less than two of them shall be fitted with life-lines 15 fathoms in length.

- (11.) Position of Life-Buoys and Life-Belts.—All life-buoys and life-belts shall be so placed as to be readily accessible to all persons on board, and so that their position may be known to those for whom they are intended.
- (12.) Water-tight Compartments.—When ships of any class are divided into efficient water-tight compartments to the satisfaction of the Board of Trade, they shall only be required to carry additional boats, rafts, and buoyant apparatus of one-half of the capacity required by these rules, but the exemption shall not extend to life-jackets or similar approved articles of equal buoyancy suitable to be worn on the person.

#### APPENDIX.

The TABLE referred to in the foregoing Rules, showing the Minimum Number of Boats to be placed under Davits and their Minimum Cubic Contents.

Gross Tonnage.	Minimum Number of Boats to be placed under Davits.	Total Minimum Cubic Contents of Boats to be placed under Davits. L.×B.×D.×6.	Gross Tonnage.	Minimum Number of Boats to be placed under Davits,	Total Minimum Cubic Contents of Boats to be placed under Davits. L.×B.×D.×6.
1.	2.	3.	1.	2.	3.
10,000 and upwards - 9,000 and upwards - 8,500 and under 9,000 8,000	16 14 14 12 12 12 12 12 12 12 12 10 10 10 10 10 8 8 8 8	5,500 5,250 5,100 5,000 4,700 4,600 4,500 4,400 4,300 4,100 4,000 3,700 3,600 3,500 3,400 3,300 2,900 2,800 2,700	3,500 and under 3,750 3,250	88866666664443322222	2,600 2,500 2,400 2,100 2,050 2,000 1,900 1,800 1,700 1,500 1,200 1,000 900 800 700 600 400 350 800 250

Note.—Where in ships already fitted the required cubic contents of boats placed under davits is provided, although by a smaller number of boats than the minimum required by this Table, such ships shall be regarded as complying with the rules as to boats to be carried under davits.

In the case of vessels under 200 tons gross tonnage the capacity of any boat to be supplied should not be less than 125 cubic feet. If, however, in any case this rule be found to be impracticable, a discretion may then be exercised by the Board of Trade.

In cases where a small vessel is unable to carry more than one boat, a discretion may be exercised by the Board of Trade, but whenever one boat only is carried there must be proper provision to enable it to be placed readily in the water on either side of the ship.

# MERCHANT SHIPPING (LIFE-SAVING APPLIANCES).

COPY OF BULES made by the BOARD OF TRADE under "THE MERCHANT SHIPPING ACT, 1894" (57 & 58 VICT. c. 60).

To come into effect on the 31st day of March 1902.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed, 11 February 1902.

[Price 2d.]

**5**6.

#### SIGHT TESTS.

### REPORT

ON THE

# SIGHT TESTS

USED IN THE

# MERCANTILE MARINE

For the Year ended December 31st, 1901.

(In continuation of Parliamentary Paper [Cd. 632].)

Presented to both Houses of Parliament by Command of His Majesty.



LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY DARLING & SON, LTD., 34-40, BACON STREET, E.

And to be purchased, either directly or through any Bookseller, from EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and 32, ABINGDON STREET, WESTMINSTER, S.W.; or OLIVER & BOYD, EDINBURGH; or E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

1902.

[Cd. 1140.] Price 3d.

# CONTENTS

												PAGE
REPO	RT	•••	•••			•••	••					3
TABLE	I.—	PARTIC	ULARS	OF EAC	CH CAS	E OF	FAILURE	•••	•••	•••	•••	4
,,	II.—	PERCE	NTAGE (	OF FAII	LURES	•••	•••	•••		•••		10
	TTT	NATHR	ות או א	EFECTS	IN COL	LOTTR	VISION					10

#### Report to the Permanent Secretary, Board of Trade.

SIR.

In continuation of the Report of May, 1901, printed as Parliamentary Paper, Cd. 632, I submit particulars of the sight tests used in the Mercantile Marine for the year ended 31st December, 1901. Table I. contains details of each case of failure reported; Table II. shows the percentage of failures in form vision and in colour vision to the total numbers examined; and Table III. gives the nature of the defect in each case of reported colour blindness.

Of the 24 candidates who failed in form vision during 1901 one was re-examined; while of the 50 who failed in colour vision 14 were re-examined on appeal, and of these 4 passed and 10 were rejected.

Of the candidates who had failed during the previous year, 1900, three were re-examined in colour vision; all three again failed.

The number of officers already in possession of certificates who, on coming up for examination in the year 1901, failed to pass the sight tests, was one. This was a 1st Mate, who failed in form vision; but he subsequently passed on re-examination.

No case of failure to pass the colour ignorance test has been reported.

Since the 1st November, 1900, fishermen, when presenting themselves for examination for certificates as skipper or second hand of fishing boats, have been required to pass the same sight tests as candidates for certificates of competency as masters or mates in the Mercantile Marine, and the results are now consequently included in this Return.

I am, Sir,

Your obedient Servant,

WALTER J. HOWELL.

14th May, 1902.

Table I.—List of Candidates for Certificates of Competency as Officers in the Mercantile Marine and others, who have been reported to the Board of Trade as having failed to pass the Form Vision, Colour Vision, or Colour Ignorance Tests between the 1st January and the 31st December, 1901.

	Bonarka		1	Appealed and failed, Mth January, 1901.	Subsequently passed, 13th May, 1901.	i		!				Appealed and failed. 12th April, 1901.
	Colour		ļ	1	I	1	1	1		1	1	1
	Nature of	Colour Defect.	Completely green blind.	Completely red blind.		ļ	Completely red blind.	l	Incompletely green blind.	I	Completely red	Completely green blind.
don Testa,	Wools	Supplementary Red Test Skein.	_	I	1	1	1	1	1	I		1
Result of Form and Colour Vision Testa,	Errors made in matching the Wools.	Pink Test Skein.	Violet (c); blue(g); blue green, No. 1 (c).	Bine (a), (b), (c); purple (b), (d), (e), &c.	l	ı	Blue (a), (b), (c); violet (a); purple (a),(b); bluegreen, No. 2 (e), &c.	ı	İ	1	Purple (b), (c), (d); violet (c), (d); blue (a), (o), (g).	Blue green, No. 2 (c), (d),
Result of F	Errors m	Green Test Skein.	Bed (q), (h), (f); madder pink (h); sage grey (s); yel- low (d), &c.	Fawn (b), (c), (d), (e), (d), (e), bronze brown (c), (e), (f); reddish brown (e); smoke grey (e), dc.	ŗ	1	Smoke grey (a), (d), (f); grey (d); bronze brown (c); yellow (d), &c.	1	Grey (a), (d); fawn (d); smoke grey (b), (f), &c.	1	Reddish brown (b) (d),(e); fawn,(d), (e); grey (a); greenish yellow (e); yellow (c),	Carmine(c);smoke grey (a); fawn (c); sage grey (d).
		<u>'                                     </u>	:	:	:	:	:	:	:	:	:	:
	Veign		:	:	:	:	:	:	:	:	:	:
	A marga		Passed	Passed	Failed	Failed	Passed	Failed	Passed	Failed	Pussed	Гляяед
	g g		1901	1001	1901	1901	1901	1801	1901	1901	1901	1901
	Date of Failure.		7 Jan.	11 Jan.	South Shields 14 Jan.	17 Jan.	23 Jan.	12 Feb.	20 Feb.	26 Feb.	22 Feb.	22 Feb.
	of attion.			•	hields	:	:	:	:	:	:	:
	Port of Examination.		Greenock	London		Dublin	Belfast	London	Liverpool	Belfast	London	London
, and a	nation for which	he entered.	Sight Tests	Sight Tests	Master	Sight Tests	Sight Tests	Sight Tests	Sight Tests	Sight Texts	Sight Tosts	Second Mate London
	Grade of Certificate		İ	1	First Mate	1	1	1		İ	!	:
Period	of Ser- Ser-	Years	9	4	148	4	91	ı	1	ı		~
<del></del>	Age.	•	ន	8	88	2	*	16	17	164	19	<b>8</b> 1
		·	J. H. B.	G. A. D.	A. C. A.	E.M. L.	G. L.	E. L. F.	D.C.	M. H. W.	J. G. M.	C. M. H.
	Initials of Candidat		n	5							•	

· · · · · · · · · · · · · · · · · · ·	ay, 1901.
	Appended and 10th May, 1901
Completely red blind.  Incompletely green blind.  Incompletely green blind.  Completely green blind.  Completely green blind.	Incompletely green blind.
Tellow groon, No.1 brown (b). brown (b). brown (b). brown (c). Bronze brown (c). gryellow green, No. I (c). Carmine (b). (c) Carmine (b). (c) Test.)	
Blue (a), (c), (c);  violet (a); purple	
Tellow (c), (d);  (g); bronze brown (e), (f).  Brown (a), (d), (e);  bronze brown (e);  violet (d).  Reddish brown (d);  fawn (e); bronze brown (d);  fawn (e); bronze brown (d);  greenish yellow (e); smoke grey (d), (e); grey (a);  greenish yellow (e); smoke grey (f); grey (a);  greenish yellow (e); ta wn (e);  bronze brown (e).  Carmine (c), (d);  greenish yellow (f); fawn (e);  bronze brown (f);  fawn (e); reddish brown (e).	Yellow (c); fawn (b), (d); drab(c); violet (d); pur- ple (c); grey (d).
: : : : : : : : : :	:
	:
Passed Passed Passed Passed Passed Failed Failed Failed Failed Failed Failed Failed Failed Failed Failed Failed Failed	Passed
	1901
1901 1901 1901 1901 1901 1901 1901 1901	10 May
28 Mar 28 Mar 28 Mar 28 Mar 28 April 23 April 23 April 23 April 3 May	:
ol 28 Feb.  t 26 Mar.  t 18 Mar.  t 23 April  c. 23 April  k 23 April  k 23 April  c. 3 May  c. 3 May	: :
ol 28 Feb.  ol 26 Mar.  t 18 Mar.  t 23 April  23 April  dt 23 April  dt 23 April  dt 3 May	: :
ol   28 Feb.   10 Mar.   15 Mar.   15 Mar.   16 Mar.   17 April     23 April     23 April     23 April     23 April     23 April     23 April     3 May     3 May     3 May	: :
Sight Tests Liverpool 28 Feb.  Second Mate London 25 Mar. Second Mate London 25 Mar. Sight Tests Hull 28 Mar. Sight Tests Liverpool 13 April Sight Tests London 23 April Sight Tests London 23 April Sight Tests London 23 April Sight Tests London 23 April Sight Tests London 3 May Second Mate London 3 May	Sight Tests Liverpool
Sight Tests Liverpool 28 Feb.	8 —— Sight Tests Liverpool
1	26 Sight Tests Liverpool

The meaning of these letters is shewn on the Colour Chart at the end of this Report.

TABLE 1.—LIST OF CANDIDATES, &C .-- continued.

	Remarka						1	,					
	Colour Ignorance	*100	1	1	1	1	1	I	i	1	1	1	
	5	fect.	green	green		rod		green		red	green	*****	PE.
	Nature of	Colour Defect.	Completely blind.	Completely blind.		Completely blind.		Completely blind.	1	Completely blind.	Completely green blind.	l	Incompletely blind,
on Tests.	Wools.	Supplementary Red Test Skein.		Purple (b); madder pink (e).	1	1	1	1	i	Bronze brown (a); reddish brown (b); drab (a).	!	1	Yellow green, No. 1 (a); yellow green, No. 2(a), (b); drab (b); greenish yellow (a), &c.
Result of Form and Colour Vision Tests.	Errors made in matching the Wools.	Pink Test Skein.	Blue (d); violet (b), (c), (d); purple (b), (e); blue green, No. 2 (d), (f).	Purple (b), (c); violet (d); yellow green, No. 2 (e); blue green, No. 1 (c); blue green No. 2 (c), &c.	!	Blue $(e)$ , $(q)$ ; purple $(c)$ $(d)$ ; violet $(d)$ ; greenish blue $(b)$ .		Blue green, No. 2 (d), (c).	i	Blue $(a)$ , $(c)$ , $(e)$ , $(g)$ , $(h)$ ; violet $(a)$ ; greenish blue $(d)$ .	Blue green, No. 2 (b); greenish blue (c).	ı	Blue (a), (d), (e), (f): purple (a), (b'.
Result of F	Errors in	Green Test Skein.	Reddish brown (d). (e); brown (f); fawn (e): blue (f), (g); smoke grey (d), (e).	Blue (b); greenish blue(c)(e); yellow (b);(c), (d); green-ish yellow (e); madder pink (h); &c.	l	Brown (b); fawn (d), (e); drub (a).	1	Carmine (d); yellow (e), (d); fawn (d), (e); greenish yellow (e), &c.	ı	Carmine (c): grey (a), (d); smoke grey (c); reddish grey (b); sage grey (b);	Brown $(a)$ , $(d)$ , $(f)$ ; bronze brown $(d)$ ; $\mathbf{fawn}$ $(e)$ ; smoke grey $(b)$ ; drub $(d)$ .		Smoke grey (/); sage grey (e); brown (d), (f); bronze brown (e) (f);madder pluk (h), &c.
	. 8		:	:	:	:	:	:	:	:	:	:	. :
	Form Vision		p <sub>q</sub>	: p			: :	: 8		: 'D	: B	:	: 8
	F-1		Passed	Passed	Failed	1 Раянед	Failed	l Passed	Failed	Passed	Passed .	Failed	Passed
	Date of Failure.		7 May 1901	3 May 1901	14 May 1901	16 May 1901	22 May 1901	1 June 1901	7 June 1901	7 June 1901	10 June 1901	une 190	16 June 1901
			:	ි :	<del>-</del>		- <del>8</del>	:	:		<b>2</b>	ks. 18.1	9
	Port of Examination.		Cardiff	London	Belfast	Hall	Glasgow		Liverpool	Liverpool		l'ictoria Doc London.	Belfast
Exami-		he entered.	Sight Tests	Sight Tests	Sight Tests	Sight Tests	Sight Tests	Second Mate Liverpool	Sight Tests	Only Mate	Second Mate Bristol	Signt Tests Victoria Docks, 18 June 1901 London.	Sight Tests
Grade	Certificate beld, if any			1	ı	1		1		l	İ	1	1
Period		Years.	29	31	2 months	4	-	#	#	œ	4		1
p4 (	Age.		8	H	<b>8</b>	<b>2</b>	11	23	91	B	8	11	91
Talefala	of Candidate.		V. H.	V. R. B.	М. Н. W.	F. McL.	J. E. H.	A. O. W.	T. K. B.	H. W. F.	A. P. C. H.	A. E. 8.	G M.
	No.		98	36	23	88	8	8	ಕ	22	SS.	*	<b>8</b>

								7					,	, ,	
1				1	ı	1		Appealed and failed, Zand July, 1901.	Appealed and failed, 5rd March, 1902.	1		Appealed and failed, 30th January, 1902,		1	Appealed and failed, 26th September, 1901.
İ	i	1	I	1	1	ļ	ł	I	1	1	l	1	. 1	-	ł
1	l	Completely green blind,	l	1	Incompletely green blind.	1	1	Completely red	Completely green blind.	Incompletely green blind	Completely red blind.	Completely red blind.	Completely red blind.	I	Incompletely redblind.
}	i	İ	I	ı	l		1	Garmine (b); madder pink (c).	!	.	Yellow green, No. 3 (a), (b).	Yellow green, No. 1 (a); yellow green, No. 2 (b).	Yellow green, No 2 (a).	ļ	Brown (e): reddish brown (e).
1	1	Purple (d); violet (c).	I	ı	1	1	I	Blue (f); violet (c), (d); purple (c); smoke grey (f).	Fawn (e); grey (a); bronze brown (e); sage green (c).	1	Greenish blue (b)	Blue (c), (d), (g)	Blue (e)	ļ	Blue green, No. 2 (e).
1	ı	Red (h), (J); cnr- mine (d); fawn (d), (e); yellow (d); bronze brown (e), (f); smoke grey (f), &c.	I	,	Bed (f); madder pink (e), (f), (g), (h);yellow (b),(e); purple (d), (e); violet (d), &α.	I		Bronze brown (b), (c), (d); fawn (b), (c), (d); drab (b); greenish yellow (e), &c.	Carmine (d); blue (h); purple (e); yellow (a); sage grey (e).	Purple $(c)$ , $(d)$ ; violet $(c)$ , $(d)$ ; greenish blue $(a)$ , $(e)$ ; blue $(a)$ , $(e)$ ; smoke grey $(f)$ .	Réddish brown (e).	Drab (b), (f); sage grey (c).	Reddish brown (e); fawn (d).	ł	Carmine (c); drab (c); reddish grey (d); fawn (d).
:	:		:	:	:	:	:	:	:	:	:	:	:	:	:
Falled .	Failed .	Pausod	Falled .	Failed .	Passed .	Failed .	Failed .	Passed .	Passod	Passed	Passod	Passed	Passed	Failed	Passed
	1901	1901 	1901 F	1901 Fr	1901 —	1901 F	1901   Fe	1901 	1901 Ps	1901	1901 Pa	1901 Pr	1901 FI	1901 F	1901 Pa
18 June 1901	23 June	26 June 1	8 July 1	8 July 1	6 July 1	13 July 1	16 July 1	16 July 1	15 July 1	25 July 1	3 Aug. 1	13 Aug. 1	16 Aug. 1	26 Aug. ]	23 Aug. 1
Leith	Plymouth	Victoria Docka, London.	Greenock	London	Victoria Docka, London.	Dundee	Dundee	London	Tilbury	Victoria Docks, London.	Liverpool	Liverpool	Liverpool	Leith	Liverpool
Sight Tests	Second Mate, Steam Ships.	Sight Tosts	Sight Tests	Sight Tests	Sight Tests	Sight Tests	Sight Tests	Second Mate	Sight Tests	Sight Tests	Sight Tests	Sight Tests	Sight Tests	Sight Tests	Sight Tests
		1	İ	1	1	l		,		1			I	1	1
~	•	ឌ	1	1	<u></u>	ı	{	<del>***</del>	l	11	80	2 Con- way.	Ħ	1	Ф
2	22	81	99	12	37	11	-	នា	91	3	<u>e</u>	19	88	91	ន្ត
J. S. S.	J. H. T.	C. L. D.	8. N. A.	W. A. 8.	A. B. J.	A. A. M.	G. D.	J. E. F.	В. Н. D.	S. W. K.	J. D.	C.B.	J. B.	R. E. M. N.	G. B. V. G.
<del>-</del> ;	ŗ.	5	œ		•	-			_					œ	מ

TABLE I.—LIST OF CANDIDATES, &c.—continued.

	. :	Remarks						Appealed and passed, 28th September, 1901.				1	;
	Colour	Ignorance Test.		1	ļ	!	!	1	1.	.		í	1
		Nature of	Colour Defect	Incompletely green blind	Completely green blind.	Completely red blind.	1	ı	Incompletely red	Incompletely red blind.	Completely green blind.	!	Incompletely green. blind.
stion Testa.		e Wools.	Supplementary Red Test Skein.	1	Yellow green, No 1 (c); yellow green, No. 2 (d); green- ish yellow (b).		1	Test.	1	!	Fawn (e); yellow (d).	ı	l
Result of Form and Colour Vision Testa.		Errors made in matching the Wools.	Pink Test Skein.	1	Blue green, No. 1 (e); blue green, No. 2 (d), (e); smoke grey (c); (e).	Smoke grey "(e); violet (b), (c), (d); blue (b), (e).	İ	Failed in the Colour Vision Test.	Violet (c), (d)	1	Blue (f); blue green, No. 2 (b). (c), (d), (e); fawn. (c); yellow green, No. 2 (e); sage green (b), &c.	į	İ
Besult of		Errors 1	Green Test Skein.	Brown (e): reddish grey (d): drab (d): greenish yellow (d).	Drab (c); grey (d); reddish groy (b); sage green (b).	Brown (c); bronze brown (b).	ı	Failed	Fawn (e)	Greenish yellow (c): yellow (c); reddish brown (d): madder pink (g). (h); smoke grey (c), (f). &c.	Carmine (*); red (h); madder pink (a); fawn (*); yellow (d), &c.	l	Brown (a), (b); reddish brown (b); drab (c); reddish grey (b); smoke grey (c); (f); purple (c),
		Vision.		:	:	:	:	:	:	:	:	:	:
		Form Vi		Passed	-	Parsed	Failed	Passed	Passed	Passed	Passed	Failed	Passed
	_ <u>_</u>	. g		1901	1901 Passed			1961	1901	1901	1901	1901	1901
	Date of	Failure.		2 Sept.	30 Aug.	31 Aug.	5 Sept. 1901	13 Sept.	20 Sept.	5 Oct.	14 Oct.	21 Oct.	21 Oct.
	Port of	Examination.	·	Liverpool	Second Mate Liverpool	Hull	Hall	London .:	London	Belfast	South Shields 14 Oct.	Liverpool	Plymouth
Krami	nation	for which	ne entared.	Sight Tests	Second Mate	Second Hand	Sight Tests	First Mate	Sight Tests	Sight Tests	Sight Tests	Sight Tests	Sight Tests
	Grade of	Certificate held, if any.		l	1	1	i	1	1.	I		-	1
reriod	of Sea		Years.	<b>6</b> 3	10	10	!	<b>‡</b> 01	1	ı	· · · · · · · · · · · · · · · · · · ·		1
		Age.		ส 	81	क्ष	=	क्ष	ដ	×	8	91	8
	<u> </u>	of Candidate.		ή. Έ	W. B. H.	G. I. G.	A. F. H.	J. P.	J. L. B.	T.C.M.G.F.	æ. B	н. В.	H. L. B.
	:	₫ *•		?i	25	20	18	25	55	8	<b>&amp;</b> 	8	<b>a</b>

	1	!	Appealed and failed, End November, 1801.	l	Appealed and passed, lith December, 1901.	Appealed and passed, lith December, 1901.	1					1
I	l	I	1	1	1	I		1	I	i	ł	ł
roen	red		red	18			green			green	green	pea .
Incompletely green blind.	Completely blind.	1	Completely blind.	Incompletely blind.	1	١	Completely blind.	1	1	Completely blind.	Completely g	Completely blind.
I	ł	ı	Yellow green, No. 1 (d); reddish brown (c); brown (d); drab (b).	l	Test).	Test).	Yellow green, No. 1 (b); yellow green, No. 2 (d); green, ish yellow (c); brown (c), (d), (e).	l	ı	Yellow green, No. 2 (f); greenish yellow (b); (c); brown (d).	ı	Sage green (a); greenish yellow (a); brown (d); bronze brown (c),
I	Smoke grey (a); blue green, No. i (b). (c), (d).	1	Smoke grey (c), (e); violet (d); blue green, No. 1 (c), (e).	Purple (a), (b), (c), (d); violet (a), (b).	(Falled in the Colour Vision Test).	(Falled in the Colour Vision Test).	Smoke grey $(c)$ , $(d)$ ; violet $(c)$ ; greenish blue $(b)$ ; blue green, No. 2 $(c)$ , $(d)$ , $(e)$ .	l	1	Blue green, No. 1 (b): blue green, No. 3 (d): smoke grey (c); sage grey (c).	Smoke grey (a),(c); blue green, No.3 (e).	Blue (b), (c), (e); violet (a), (d); purple (a), (c), (d).
Brown (e), (f); fawn (a), (e); fawn (b), (e); (e); grey (a), (d); smoke grey (f), &c.	Brown (a), (b); fawn (e); drab (e), &c.		Bed (t); madder pink (h); smoke grey (d); fawn (e); drab (d), (f).	ļ	(Falled	(Falled	Carmine (d); fawn (d), (e); reddish brown (e); drab (e); reddish grey (e).	1	I	Madder pink (f); purple (d); grey (d).	Madder pink (h); reddish grey (d); fawn (e).	Madder pink (/), (g), (h): red (h), (l), (j): smoke grey (c), (f): red- dish grey (c), (c), &c.
:	:	:	:	:	:	:	:	:	:	•	:	:
:	:	:	:	:	:	:	:	:	:	:	:	:
Passed	Passed	Failed	Passed	Passed	Passed	Passed	Passed	Failed	Failed	Passed	Passed	Passed
1001	1901	1801	1001	1061	1901	1901	i061·	1901	1901	1901	1801	1061
♣ Nov.	4 Nov.	13 Nov.	16 Nov.	27 Nov.	29 Nov.	29 Nov.	2 Dec.	10 Dec.	12 Dec.	14 Dec.	16 Dec.	30 Dec.
:	ields	:	:		:	:	:	:	:	:	:	:
Glasgow	South 8h	London	London	N. Shields	London	London	Dundee	Liverpool	Greenock	Liverpool	Newport	Cardiff
Sight Tests	Second Mate South Shields	Sight Tests	Second Mate London	Sight Tests	Sight Tests	Second Mate London	Second Mate Dundee	Sight Tests	Mate, Home Trade	Sight Tests	Second Mate Newport	Sight Tests
1	İ	1	1	I	1	ļ	1		1	1	1	1
Ħ	<b>ಪ</b>	ıa	<b>3</b> 7	ı	7.	47	<b>18</b>	ı	<b>L</b> O	г	#	-14
8	ដ	8	<b>8</b> 1	18	16	-	37	29	8	91	<b>N</b>	29
F	er er	R. B. L.	A. W. B.	F. W. H.	J. G. D.	J. R. L.	D. W.	D. MoG.	J. McA.	E. De la C.	ři ř	i.
2	8	\$	8	8	69	ಜ	88	2	Ę	2	<b>6</b> 5	47

Table II.—Table showing the Number and Percentage of Failures to pass the Sight Tests from 1877 to the end of 1901.

Note.—Up to 31st August, 1894, candidates were tested by means of coloured cards and glasses. Since that date Holmgren's wool test has been used, supplemented by a test for form vision, and a test for colour ignorance.

?	Year.		Number of Examinations in Form Vision.	Number of Failures in Form Vision.	Percentage of Failures in Form Vision.	Number of Candidates examined in Colour Vision.	Number of Failures in Colour Vision.	Percentage of Failures in Colour Vision
1877–79	•				_	5,967	26	•43
1879-80	•••	•••	_	<del>-</del>	<del></del>	4,344	16	•36
1880–81	•••		_		_	4,501	21	· <del>1</del> 6
1881–82	•••	•••	_	_	_	4,138	27	•65
1882-83		•••	· _		_	4,078.	32	·78
1883–84	•••	, <b></b>		_	_	4,659	27	, ·57
1884–85			_		-	<b>4,46</b> 0	31	•69
1885–86	•••		_		_	4,509	63	1.39
1886–87	•••	•••	_	_	_	4,539	51	1·12
1887–88	•••	•••	_	~_		4,965	50	1.01
1888-89	•••			_	_	5,232	54	1.03
1889–90	•••	•••				5,501	52	·9 <b>4</b>
1890–91	•••		_	-		5,289	63	1.19
1891–92	•••		_	<del></del>	_	5,219	43	·82
1892-93	•••		<u>.</u>	_	_	5,200	61	1.17
1893–94 (	(June	1893		-		6,663	85	1.27
—Aug 1894 <u>–</u> 95	(Sept.	1894	6,783	103	1.51	6,680	93*	1.39
—Dec. 1896	. 1895 	). 	5,051	<b>34</b> ·	0.67	5,017	51	1.02
1897	•••	•••	5,977	34	0.57	5,9 <b>4</b> 3	40†	•67
1898	•••	•••	4,103	23	0.56	4,080	33	·81
1899	•••		4,642	21	0.45	4,621	39	·8 <b>4</b>
1900	•••		4,318	18	0.42	4,300	31	•72 <sup>·</sup>
1901	•••		4,901	23	0.47	4,878	46	·9 <b>4</b>

<sup>\*</sup> One of these men passed on appeal in 1896.

TABLE III.—NATURE OF DEFECTS IN COLOUR VISION IN 1901, USING THE YOUNG-HELMHOLTZ THEORY OF COLOUR VISION.

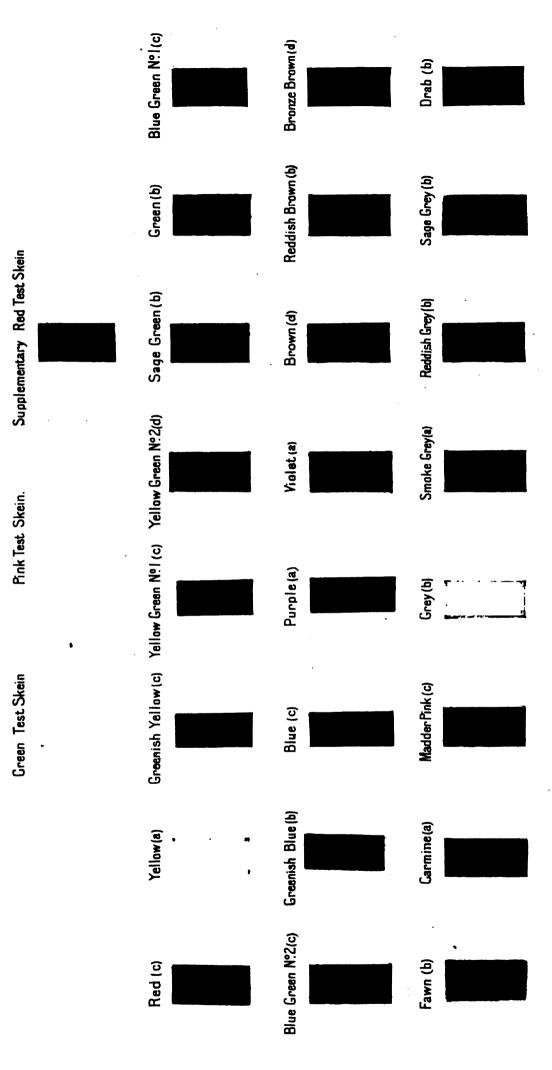
			Number of Cases.	Percentage in Total Number of Failures.	Percentage in Total Number Examined for Colour Vision.
Complete red blindness	•••	•••	16	34.8	•33
Incomplete red blindness	•••	•••	4	8.7	•08
Complete green blindness	•••	•••	15	32.6	•31
Incomplete green blindness	•••	•••	11	23.9	·22

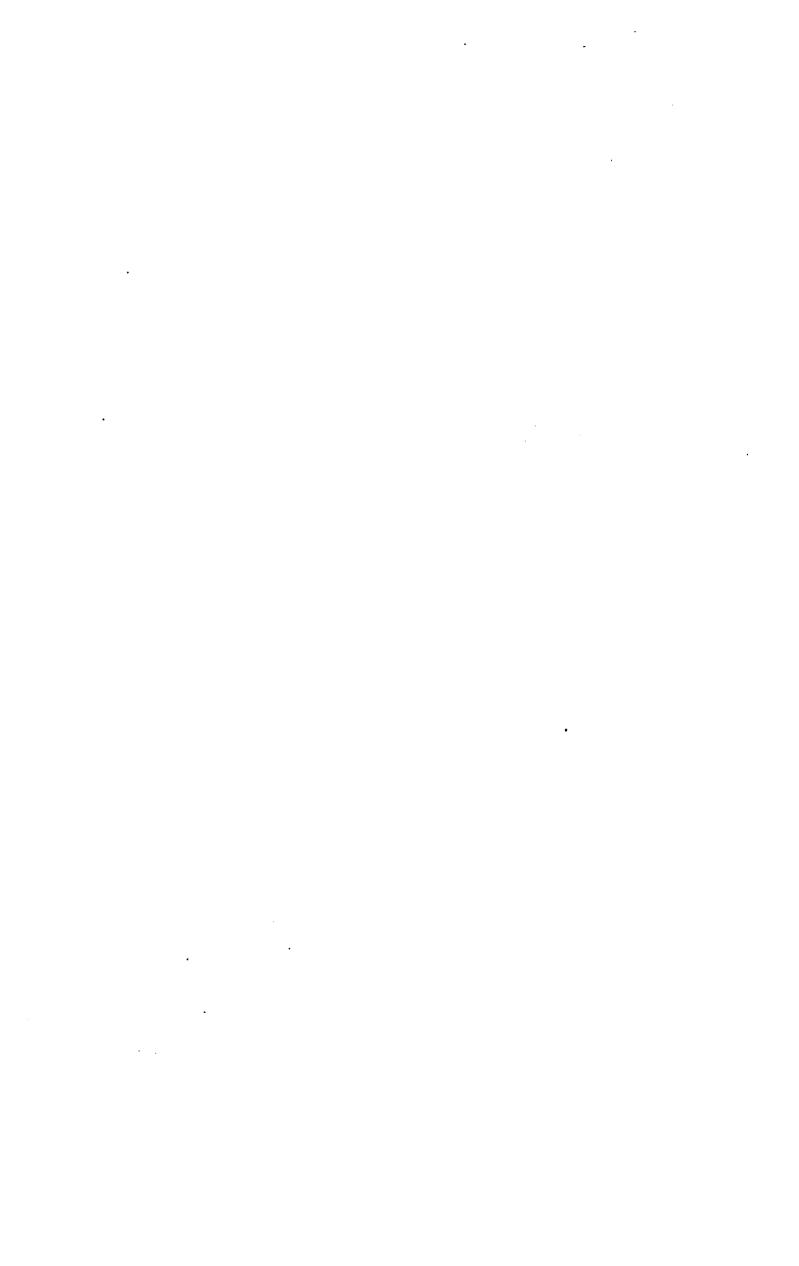
<sup>†</sup> One of these men passed on appeal in 1898.

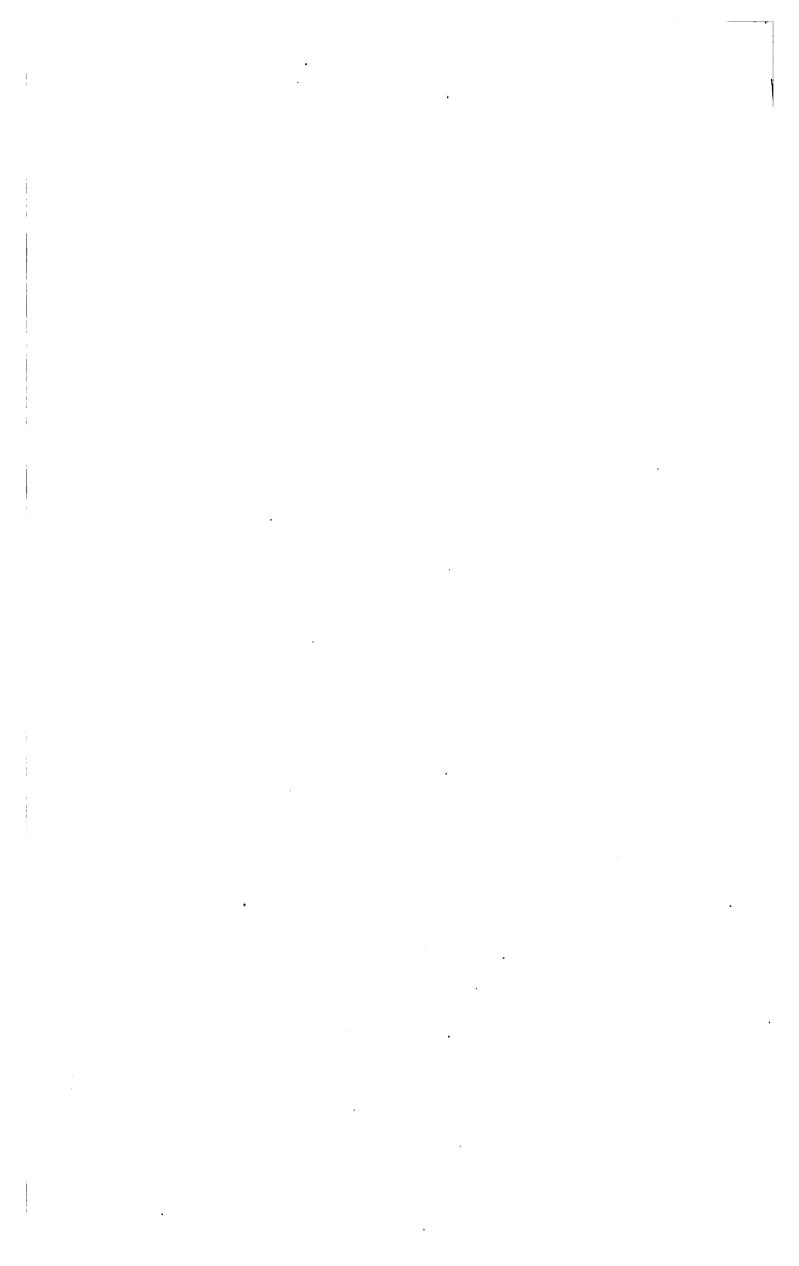
# COLOUR CHART.

Specimen Colours of the various series of Skeins used in the Examinations.

The letter (a) attached to a colour means that it is the darkest of the series (b) the next and so on.







• . .

#### MERCHANT SHIPPING ACT, 1894.

# RETURN

OF ALL

BRITISH SHIPS ordered by the Board of Trade, or its Officers, during the period from 1st July 1901 to 30th June 1902, to be provisionally detained as unsafe by reason of the defective condition of their hulls, equipments, or machinery, or by reason of overloading or improper loading, in pursuance of the provisions of Section 459 of the Merchant Shipping Act 1894, giving the Names of the Owners of those Ships which have been dismantled, broken up, or converted into hulks, &c.;

ALSO OF ALL

FOR EIGN SHIPS ordered to be PROVISIONALLY DETAINED during the same period as UNSAFE by reason of OVERLOADING or IMPROPER LOADING, in pursuance of the provisions of Section 462 of the same Act;

TOGETHER WITH

#### SUMMARIES,

SHOWING respectively the Total Number of Ships ordered to be detained as unsafe from 1st July 1901 to 30th June 1902, and since the 1st October 1876, distinguishing between those Cases in which the Ships were found safe, or unsafe.

(In continuation of Parliamentary Paper [Cd. 734].)

Presented to both Houses of Parliament by Command of His Majesty.



LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE.
By DARLING & SON, Ltd., 34-40, Bacon Street, E.

And to be purchased, either directly or through any Bookseller, from EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and 32, ABINGDON STREET, WESTMINSTER, S.W.; or OLIVER & BOYD, EDINBURGH; or E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

19.12.

# CONTENTS.

										PAGE
TABLE	1.—Ships	ordered to	be provisionally	detained as unsafe	•	-	-	July	1 <b>901</b>	3
TABLE	2.—	**	"	>>	-	-	-	August	,,	3
TABLE	3.—	**	***	<b>&gt;&gt;</b>	-	-	-	September	"	4
TABLE	4.—	,,	**	<b>33</b>	-	-	-	October	"	4
TABLE	5.—	**	11	19	-	-	-	November	"	5
TABLE	6.—	1)	,,	**	-	-	•	December	••	5
TABLE	7.—	<b>&gt;</b> 7		**		-	-	January 1	1902	6
TABLE	8.—	**	19	**	-	-	-	February	"	6
TABLE	9.—	"	**		-	-	-	March	••	7
TABLE	10.—	<b>&gt;&gt;</b>	99	••		-		<b>A</b> pril	**	8
TABLE	11.—	••	99	"		•	-	May	77	8
Tabl <b>e</b>	12.—	,,	**	***	-	•	-	June	79	9
	SUMMA				-	-	•		1	0-11

Note.—This Return includes only Ships detained as "unsafe" under Sections 459 and 462 of the Merchant Shipping Act, 1894. It does not, therefore, include any Ship detained for not being provided with proper lights, fog signals, and life saving appliances, or for not being properly marked.

Table 1.—Ships ordered to be provisionally detained as unsafe during the Month of July 1901, giving Names of Owners of Ships which have been dismantled, &co.

Ships which have been dismantled, &c.	Result	Salling Registered Age. Tonnage.   Years.   Class, if any, or Detention.   Class, if any, or Appered at Iloyd's or Tonnage.   Years.   Years.   Of Detention.   Of Detention.   Of Detention.   Of Detention.   Of Survey.	d - Sailing 79-60 20 — Morrison's Board's officer Improper load. Found unsafe Ventilated and released. No appeal Expressed no phinton.	) - Steam 920-559 30 — Methil - Board's officer Overloading - Found unsafe Lightened and released - No appeal Expressed no opinion.
	P.	1g Registerec Tonnage.		
	SHIE	Salling or Steam	- Sailing	Steam
		Port of Begistry.	Peterhead -	(Swedish) - Steam
12226	625	-7/1903 Wt	T Emily Florence - Peterhead - Sailing	Seaton

Table 2.—Ships ordered to be provisionally detained as unsafe during the Month of August 1901, giving Names of Owners of Ships which have been dismantled, &c.

Part September 2				SHIP.								P	Result	lether Crew	Names of Owners of
Gloucester - Sailing 137-99 47 — Preston and Gloucester. Gloucester. Sailing 137-99 47 — Preston and Board's officer Overloading - Found unsafe Lightened and released- No appeal Expressed no opinion.	NAN	Ę	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.	Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	reteased, repaired. lightened, or reloaded and released, still detained, or broken up or dismantled.	of Appeal, if any, to Court of Survey.	ere willing: unwilling: proceed to See in the Ship.	Ships which have been dismantled, broken up, or converted into Hulke, Lighters, &c.
• Fraserburgh- Sailing 78 43 . Sunderland - Board's officer Overloading -	Guide	•	Glonoester -	Sailing	1.	14	1	Preston and Gloucester.	Board's officer	Defective hull -	Found unsafe	Converted into a harge -	Nr appeal	Willing.	Mr. A. Johns, Gloucester.
	Orion	•	Fraserburgh-	Sailing		<b>8</b>		Sunderland -	Board's officer	Overloading -	Found unsafe	Lightened and released.	No appeal	Expressed no opinion.	İ

\* No surface ventilation for coal cargo.

Table 3.—Ships ordered to be provisionally detained as unsafe during the Month of September 1901, giving Names of Owners of Ships which have been dismantled, &c.

						w admo	ниси паке	Suips which have been dismanded, exc.	nman, œo.				
		RHIP.				,				pg	Regult	Whether Crews	Names of Owners of
Rase.	Pert of Begistry.		Registered Tonnage.	Age. Years.	Salling Registered Age. Class, if any, or Tonnage. Years. of Detention.	Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	retassed, repaired. lightened, or retonded and released, still detained, or broken up or dismantled.	of Appeal, if any, to Court of Survey.	were willing, or unwilling, to proceed to See in the Ship.	of Appeal, or unwilling, if any, to proceed to up, or converted into of Survey.  Sea in the Hulke, Lighters, &c.
Ariadne .	- (German) - Steam	Stonm	981–617	64	ı	Grangemouth	Board's officer	Overloading	Found unsafe	Grangemouth Board's officer Overloading - Found unsafe Lightened and released - No appeal Expressed no opision.	No appeal	Expressed no opinion.	
Kyles	Hull	Steam	88-40	88	I	Methil	Board's officer	Overloading & improper load-ing.*	Found unsafe through	Board's officer Overloading & Found unsafe Lightened and released - No appeal Expressed no improper load- through overloading.	No appeal	Expressed no opinion.	l

Table 4.—Ships ordered to be provisionally detained as unsafe during the Month of October 1901, giving Names of Owners of Ships which have been dismantled, &c.

		SHIP.								pud	Result	Thether Grews	Names of Owners of
NAME.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Sailing Registered Age. Class, if any, or Tonnage. Years, of Detention.	Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	released, repaired. lightened, or reloaded and released, still detained, or broken up or dismantled.	of Appeal, if any, to Court of Survey.	were willing, or unwilling, to proceed to Sea in the Ship.	Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
Jokul .	- (Norwegian) Steam	Steam	354-194	10	l	Burntisland -	Board's officer	Overloading -	Found unsafe	Burntisland - Board's officer Overloading - Found unsafe Lightened and released - No appeal Expressed no opinion.	No appeal	Expressed no opinion.	l
Resone -	- Inverners -	Sailing	8	34	1	Grangemouth	Board's officer	Improper load- ing.	Found unsafe	Grangemouth Board's officer Improper load- Found unsafe Ventilated and released No appeal	No appeal	Willing.	1
Solent -	Southampton Steam	Steam	723-448	81	ı	West Hartle- pool.	Board's officer	Improper load- ing.*	Found unsafe	West Hartle- Board's officer Improper load- Found unsafe Ventilated and released No appeal Expressed no pool.	No appeal	Expressed no opinion.	
Stamfordham -	Newcastle -	Steam	921—523	နာ	100 A 1	West Hartle- pool.	Board's officer	Improper load- ing.*	Found unsafe	Board's officer Improper load. Found unsafe Ventilated and released No appeal Expressed no ing.*	No appeal	Expressed no opinion.	1

\* Insufficient surface ventilation for coal cargo.

Table 6.—Ships ordered to be provisionally detained as unsafe during the Month of November 1901, giving Names of Owners of Ships which have been dismantled, &co.

Wames of Owners of	of Appeal, were withing, to manifold, broken to Court See in the Hulke, Lighters, &c.
Whether Orew	or unwilling to proceed to See in the Ship.
Result	of Appeal, if any, to Court of Survey.
Whether found safe and	Ightened, or reloaded and released, still detained, or broken up or dismantled.
	Result of Survey.
	Nature of alleged Defects, &c.
	By whom reported.
	Where detained.
	Selling Registered Age. Class, if any, or Tonnage. Years, of Detention.
	red Age.
	Registe
SHIP.	Selling or Steam.
	Port of Registry.
	NAMB.

Nii

Table 6.—Ships ordered to be provisionally detained as unsafe during the Month of December 1901, giving Names of Owners of Ships which have been dismantled, &c.

		SHIP.								Whether found safe and	Realt		Names of Owners of
NAMB.	Port of Recietry.	Selling or Rtes:n.	Salling Registered Age. or Steam, Tonnage. Years.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.	Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	released, repaired. lightened, or released and released, still detained, or broken up or dismantled.	of Appeal, if any, to Court of Survey.	were willing, or unwilling, to proceed to See in the Ship.	Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
Ferguslie .	Glasgow -	Steam	410-162	<b>x</b> o	100 A1	West Hartle- pool.	Board's officer	Overloading .	Found unsafe	West Harble- Board's officer Overloading - Found unsafe Lightened and released - No appeal Expressed no pool.	No appeal	Expressed no opinion.	
Jet	Newcastle -	Steam	₹09 <b>-986</b>	19	100 A1	West Hartle- pool.	Board's officer	Improper load- ing* and de- fective hull &	Found unsafe	Repaired, ventilated, No appeal and released.	No appeal	Expressed no opinion.	1
Peter Hamre .	(Norwegian)	Steam	1080-665	61	1	Methil	Board's officer		Found unsafe	Found unsafe Lightened and released - No appeal	No appeal	Expressed no opinion.	
Prudhoe Castle.	North Shields	Steam	813-481	35	₩	West Hartle- pool	Board's officer	Board's officer Defective equip- Found unsafe ments.		Repaired and released - No appeal Expressed no opiation.	No appeal	Expressed no opinion.	

\* Insufficient surface ventilation for coal cargo.

Table 7.—Ships ordered to be provisionally detained as unsafe during the Month of January 1902, giving Names of Owners of Ships which have been dismantled, &c.

Names of Owners of	of Appeal, or unwilling, if any, to proceed to to Court See in the Ship.  Hulka, Lightens, &::	1
Whether Grews	or unwilling, to proceed to See in the Ship.	Expressed no opinion.
Result	of Appeal, if any, to Court of Survey.	No appeal
Whether found safe and	renesseu, reparren. lightened, or reparren and released, still detained, or broken up or dismantled.	Board's officer Improper load. Found unsafe Ventilated and released - No appeal Expressed no ing.*
	Result of Survey.	Found unsafe
	Nature of alleged Defects, &c.	Improper load- ing.*
	By whom reported.	Board's officer
	Where detained.	West Hartle- pool.
	Salling Registered Age. Class, if any, or Tonnage. Years. of Detention.	100 <b>A</b> 1
Ì	Age. Years	-
	Registered Tonnage.	1445-907
SHIP.	Sailing or Steam.	Steam
	Port of Registry.	- London -
	NAME.	Harpalus

Table 8.—Ships ordered to be provisionally detained as unsafe during the Month of February 1902, giving Names of Owners of Ships which have been dismantled, &c.

Names of Owners of	were willing, ships which have been to proceed to Bee in the Ship.  Hulks, Lighters, &c.	
Whether Crews	were willing, or unwilling, to proceed to See in the Ship.	Expressed no opinion.
Result	of Appeal, or if any, to to Court so of Survey.	No appeal
Whether found safe and	, reteased, reparted, lightened, or reloaded and released, still detained, or broken up or dismantled.	Board's officer Overloading - Found unsafe Lightened and released No appeal Expressed no opinion.
	Result of Survey.	Found unsafe
	Nature of alleged Defects, &c.	Overloading -
	By whom reported.	Board's officer
	Where detained.	Methil
	Sailing Registered Age. Class if any, or Tonnage. Years of Detention.	1
i	Age. Years.	80
	Registered Tonnage.	554-336
SHIP.	Sailing or Steam.	Steam
	Port of Registry.	(Norwegian)
	Name.	H. A. Hartmann (Norwegian) Steam

\* Insufficient surface ventilation for coal cargo

Table 9.—Ships ordered to be provisionally detained as unsafe during the Month of March 1902, giving the Names of Owners of Ships which have been dismantled, &c.

	_				•	
Names of Owners of						
Whether Crews		No appeal One unwilling.	Expressed no opinion.	Expressed no opinion.	Expressed no opinion.	Expressed no opinion.
Result	of Appeal, if any, to Court of Survey.	No appeal	No appeal	No appeal	No appeal	No appeal
P	lightened, or reloaded and released, still detained, or broken up or dismantled.	Reluaded, lightened, and released.	Lightened and released.	Lightened and released - No appeal	Still detained	Found unsafe Released, April 1, at summer freeboard.
	Result of Survey.	Found unsafe	Found unsafe	Found unsafe	Found unsafe	Found unsafe
	Nature of alleged Defects, &c.	Improper load- ing and over- loading.	Overloading -	Overloading .	Defective hull and equipments.	Overloading -
	By whom reported.	Board's officer	Board's officer	Board's officer	Board's officer	Board's officer
	Where detained.	Glasgow .	Blyth	Burntisland -	Fowey and Par	West Hartle pool.
	Class, if any, at Lloyd's at Time of Detention.	Ī	100 A	t	t	<b>\$</b>
	Age. Years.		21	æ	37	92
	Registered Tonnage.	166-69	1014–626	1372-866	216-179	1576-975
SHIP.	Selling or Steam.	Steam	Steam	Steam	Sailing	Stoam
	Port of Registry.	Намдож -	(Danish) .	(Danish) -	Гочет	(Swedish)
	Hanr.	Dunelm • •	England	Paris.	Shepherdes .	Westmanland

Table 10.—Ships ordered to be provisionally detained as unsafe during the Month of April 1902, giving Names of Owners of Ships which have been dismantled, &c.

		RBIP.								Ĭ	Besult	Whether Crews	Names of Owners of
ИАУСК	Port	Salling or Steam.	Registered Tonnage.	Аgе. Үевгв.	Salling Registered Age. Class, if any, or Tonnage. Years of Detention.	Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	released, repaired. lightened, or released and released, still detained, or broken up or dismantled.	of Appeal, if any, to Court of Surrey.	were willing, or unwilling, to proceed to See in the Ship.	of Appeal, were willing, Ships which have been if any, to proceed to to Court Sea in the Sain the Ship.
inaflower.	- Lerwiok .	- Steam	07-69	18	1	Scalloway .	Board's officer	Improper load- ing.	Found unsafe	Scalloway - Board's officer Improper load. Found unsafe Reloaded and released - No appeal Expressed no opinion.	No appeal	Expressed no opinion.	1
Sussex Maid	Newhaven -   Sailing   182-161   46	Sailing	182-161	16	1	Sunderland -	Board's officer	Overloading -	Found unsafe	Sunderland - Board's officer Overloading - Found unsafe Lightened and released No sppeal Expressed no opinion.	No appeal	Expressed no opinion.	

Table 11.—Ships ordered to be provisionally detained as unsafe during the Month of May 1902, giving Names of Owners of Ships which have been dismantled, &c.

Names of Owners of	were wining, Ships which have been to runwilling, dismancled, broken to proceed to Bee in the Bhip.  Hulke, Lighters, &c.	1	!
		Expressed no opinion.	No appeal Expressed no opinion.
	of Appeal, if any, to Court of Survey.	No appeal	No appeal
Whether found safe an 1	released, repaired. lightened, or reload(d and released, still detained, or broken up or dismantled.	Repaired for voyage to No appeal Expressed no Whitby and released.	Found unsafe Lightened and released
	Recult of Survey.	Found unsafe	Found unsafe
	Nature of alleged Defects, &c.	Board's officer Defective hull. Found unsafe	Overloading -
	By whom reported.	Board's officer	North Shields Board's officer Overloading
	Where detained.	West Hartle- pool.	North Shields
	Salling Registered Age. Class, if any, or Tonnage. Years, of Detention.	Ī	100 A 1
	Age. Years.	18	81
	Registered Tonnage.	223-188	258-78
SHIP.	Salling or Steam.	Sailing	Steam
	Port of Begistry.	Southampton Salling	Belfast
	NAME.	Bato	May flower

Table 12.--Ships ordered to be provisionally detained as unsafe during the Month of June 1902, giving Names of Owners of Ships which have been dismantled, &c..

hether Crews Names of Owners of	lightened, or reloaded lift any, and detained, or broken up of Survey.  Of Survey.
Result W	of Appeal, of if any, to Court of Survey.
Whether found safe and	reteased, repaired.  lightened, or reloaded and released, still detained, or broken up or dismantled.
	Result of Survey.
	Nature of Resalleged Defects, of Su
	By whom reported.
	Where detained.
	Class. if any, at Lloyd's at Time of Detention.
	Salling Registered Age. Class. if any, or Tonnage. Years of Detention.
SHIP.	
	Port of Registry
	NA NE.

Nii.

# SUMMARY

Showing the Total Number of Ships ordered to be detained from 1st July 1901 to 30th June 1902, distinguishing between those Cases in which the Ships were found safe, or unsafe.

I.—Alleged defects in hull, equipments, or machinery.

							Ship	s rep	orted	by.						Tota	al Nu	mber	of S	hips
		Gor	70FDI	nent	Offio	ers.		(	rewe	l.		Ot	her l	Perso	ns.	rep	orted	l as d	efect	ive.
OF SHIP.		Found eafe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.
Steam Ships (iron or steel)	-	_	1	_	-	1	-	_	_	_	1	-	_	_	_	_	1	_	_	1
Steam Ships (wood)	-	-	_	-	-	-	-	_	_	_	_	_	_	-	_	_	-	_	-	_
Sailing Ships (iron or steel)	-	_	_	-	-	-	-		_	_	_	-	_	_	_	_	_	_	_	_
Sailing Ships (wood)		_	3	-	-	3	-	_	_	1	-	_	_	-	-	-	3	_	-	8
TOTAL	•	_	4	_	_	4	_	_	_	_	_	_	_	_	_	_	4	_	_	4

II.—Alleged cases of overloading or improper loading.

Description of Ship.	Ships reported by												Total Number of Ships reported as overladen.			
	Government Officers.				Crews.				Other Persons.				or improperly laden.			
	Found safe.	Found unsafe.	Survey pending.	Total	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Total	Found safe.	Found unsafe.	Survey pending.	Total
Steam Ships (iron or steel).	_	17	_	17	_	_	_	_	_	_	_	_	_	17	_	17
Steam Ships (wood)	-	_	_		_	_	-	_	-,	-	-	-	_	_	_	_
Sailing Ships (iron or steel).	-	-	_	_	-	_	-	_	-	-	-	_	-	_	-	-
Sailing Ships (wood)	_	4	_	4	_	_	-	_	-	<b>-</b>	-	_	_	4	_	4
TOTAL	_	21	_	21	-	ı	-		_	_	_	_	_	21	-	21*

<sup>\*</sup> Eight of these vessels were of Foreign nationality.

## SUMMARY

Showing the Total Number of Ships ordered to be detained since the 1st October 1876, distinguishing between those Cases in which the Ships were found safe, or

I.-Alleged defects in hull, equipments, or machinery.

								Ship	s rep	orted	by						Total Number of Ships				
			Government Officers.				Crewa.			Other Persons.			reported as defective.								
Description of Ship.			Found 18fe.	Found unsafe.	Survey pending.	Improperly detained.	Total.	Found safe	Found unsafe.	Survey pending.	Improperly detained.	Total	Found safe.	Found unsafe.	Survey pending.	TOTAL	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	Total
Steam Ships (iron)	•	- !	1*	132†	_	1	134	1	9	_	_	10	_	1	-	1	2	142	_	1	145
Steam Ships (wood) -	•	-	_	24‡	_	_	24	—	1	_	_	1	-	-	_	_	_	25	_	_	25
Sailing Ships (iron) -	-			12	-	_	12	-	2	_	_	2	_	-	_	_	_	14	_	_	14
Sailing Ships (wood) -	-	-,	4	649§	-	6	659	3	69	-	1	73	1	16	_	17	8	784		7	749
TOTAL	•	-	5	817	_	7	829	4	81	_	1	86	1	17	_	18	10	915	_	8	933

- \* Declared unsafe by Board's Officers, but released by order of a Court of Survey.
  † One of these ships was also detained on the ground of overloading or improper loading.
  † One of these ships was also detained on the ground of improper loading.
  § Eleven of these ships were also detained on the ground of overloading or improper loading.
  ¶ One of these ships was also detained on the ground of improper loading.
  ¶ Of these ships 227 were classed.

#### II.—Alleged cases of overloading or improper loading.

					Sh	ips rep	orted	b <b>y</b>					Total Number of Ships reported as overladen,			
<b>Des</b> cription	Government Officers.				Crews.			Other Persons.			or improperly laden.					
OF Saip.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Toral.	Found safe.	Found unsafe.	Survey pending.	TOTAL	Found safe.	Found unsafe.	Survey pending.	TOTAL
Steam Ships (iron)	7	899*	_	906	_		_	1	_	_	_	_	7	900	_	907
Steam Ships (wood)	-	6	_	6	-	_	_	_	_	_	_	-	-	6	-	•
Sailing Ships (iron)	1	25	_	26	_	_	_		_	_	_	_	1	25	_	26
Sailing Ships (wood)	-	105†	_	105	_	2‡	_	2	_	_	_	_	-	107	_	107
Total -	8	1,035		1,043	_	3	-	3		_			8	1,038	_	1,046

- \* Seventeen of these ships were also detained on account of defective hull or equipments. † Three of these ships were also detained on account of defective hull or equipments. † One of these was detained also on the ground of defective hull.

Board of Trade, August, 1902.

FRANCIS J. S. HOPWOOD,

Secretary.

LONDON:

PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
By DARLING & SON, Ltd., 34-40, Bacon Street, E.

1902.

### MERCANTILE CRUISERS.

# REPORT

OF THE

# COMMITTEE

ON

# MERCANTILE CRUISERS.

Presented to both Bouses of Parliament by Command of Bis Majesty.



### LONDON:

PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE.

BY EYRE AND SPOTTISWOODE,

PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from

EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or

OLIVER AND BOYD, EDINBURGH; or

E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

1902.

#### MERCANTILE CRUISERS COMMITTEE.

COPY of LETTER appointing COMMITTEE, with INSTRUCTIONS to the CHAIRMAN, the Right Hon. The Earl of Camperdown.

the Right Hon. The EARL OF CAMPERDOWN.

My Lord,

Admiralty, 26th April 1902.

I AM commanded by my Lords Commissioners of the Admiralty to state to you that as the fastest ships in the Mercantile Marine now in existence are not registered as British vessels, the time has come, in their Lordships' opinion, to reconsider the principles on which subsidies are now being given to British Steamship Companies for the retention of Merchant Cruisers with a view to securing—

- (1) Greater horse-power and therefore greater speed;
- (2) That Merchant Steamers once subsidised shall not be transferred to a Foreign flag without the consent of the Board of Admiralty.
- 2. They have accordingly decided to appoint a Committee to take evidence, consider, and report in what manner and at what cost vessels can be secured which—

(a) Shall combine greater speed with a large radius of action. No subsidy to be given for a lower speed than 20 knots;

- (b) Shall be capable of carrying an armament of at least 4 · 7-inch guns;
- (c) Shall be subdivided as under the present system;
- (d) Shall possess a steering gear below the water-line if this does not entail too great a cost;
- (e) When once subsidised shall not be transferred to a Foreign flag without the consent of the Board of Admiralty.
- 3. My Lords have received with much satisfaction the intimation that your Lordship has consented to act as Chairman of this Committee, which will include the following members:—

Vice-Admiral C. C. P. FitzGerald.

Professor J. H. Biles (representative of the Institute of Naval Architects).

Mr. Robert Chalmers, C.B., representing the Treasury.

Mr. H. Buxton Forman, c.B., representing the Post Office and a representative of the Board of Trade,\* with

Captain Reginald G. O. Tupper, R.N., as Secretary.

I am, &c.,

The Earl of Camperdown, 39, Charles Street, Berkeley Square. (Signed) EVAN MACGREGOR.

o The First Lord of the Admiralty and the President of the Board of Trade subsequently arranged that no separate representative of the Board of Trade was necessary, but that an Officer of the Department should give evidence before the Committee.

# REPORT.

To Sir Evan Macgregor, K.C.B., &c., &c., &c., Secretary of the Admiralty.

SIR.

We have the honour to report as follows:—

- 1. In pursuance of our instructions, we have considered the questions referred We have held 12 meetings and have communicated with many well-known Directors of Shipping and Shipbuilding Firms, of whom some have been so good as to place their views before us, either by giving evidence or by handing in a written
- 2. The specification of a minimum speed of 20 knots in the Reference, has been understood by us to apply, not to a vessel running at that speed on the measured mile. or for a short distance, but to a vessel which averages 20 knots, and which is capable of maintaining that speed for a considerable distance, say for about 3,000 nautical miles.
- 3. It is obvious that such ships must be of great size, of great length, of deep draught, and are, thereby, virtually excluded from trading by the Suez Canal route.
- 4. Owing to the fact that we were unable to lay before those whom we consulted, definite specifications or forms of tender, their replies to our queries are necessarily general in character, and their calculations are based upon their individual conceptions of the conditions to be observed in the construction of ships of various types. Hence their estimates will be found to vary considerably.

5. With regard to the other conditions which we were directed to treat as essential, we find that compliance with these will not lead to any material increase of cost of construction. It appears that all or nearly all large mercantile vessels

of high speed—

(i.) are structurally strong enough to carry and fight 4 · 7 in. guns; (ii.) are sub-divided up to present Admiralty requirements;

(iii.) can be fitted with steering gear below the waterline without difficulty, and at an expense of between 500l. and 1,000l. per ship per annum, including interest on excess of first cost, depreciation, upkeep, &c.

6. We have inquired carefully into the initial cost of vessels possessing a speed of 20 knots, and up to 26 knots, and also into the amount of annual subsidy which would be required by a commercial company towards making good the loss which would be sustained in peace time by running such vessels.

7. These costs may be provided either by-

(i.) the Admiralty guaranteeing a sum representing the first cost of each ship; thus enabling a shipowner to raise the capital at 3 per cent.,

instead of 5 per cent. which he would otherwise have to pay;
(ii.) the contribution on the part of the Admiralty of a lump sum towards the first cost of the ship, thereby reducing the outlay on the part of

the shipowner;

(iii.) an annual payment extending over an agreed period of years.

8. Adopting the principle of an annual payment, we subjoin in a tabular form our estimates of the first cost of ships having a speed of from 20 to 26 knots, and of the subsidy which we believe will be found necessary.

Average Ocean Speed.	First Cost, Building, &c.	Engine Power.	Annual Subsidy.
Knots.	£	I.H.P.	£
. 20	350,000	19,000	9,000
21	400,000	22,000	19,500
22	470,000	25,500	40,500
23	575,000	30,000	67,500
24	850,000	40,000	110,500
25	1,000,000	52,000	149,000
26	1,250,000	68,000	204,000

It is possible that hereafter the first cost of such ships and their running cost, may be diminished to some extent by inventions for using oil fuel, turbine engines, &c., &c.; but for the present purpose these cannot be taken into consideration.

- 9. We are of opinion that it would be necessary to guarantee the subsidy for a considerable period. In our estimate we have taken the period at 10 years.
- 10. It will be observed that in the case of vessels of 20-knots speed, our figures of subsidy do not differ largely from the present payments to the Cunard and White Star Lines for their fastest ships. Each additional knot is only obtained at a rapidly progressing increase of cost.

Thus it will be seen that progress from 20 to 24 knots involves doubling the

initial cost and the engine power.

- 11. An alternative method of paying subsidy would be to make a graduated annual payment, the amount being high in the earlier years of the term, and diminishing annually according to the diminishing value of the ship.
- 12. With regard to providing security against the transfer of a subsidised vessel to a Foreign flag without the consent of the Board of Admiralty, all the estimates given to us by the witnesses were based on the understanding that arrangements would be made for this condition to be enforced. Leaving out of consideration possible alterations of the law, and disregarding as inadequate the suggestion of a mortgage or other obligation on the vessel—we think that the desired security might be obtained by a scheme by which, during the term of subsidy, the Admiralty would be the registered owners of not less than 33/64ths of the vessel; the management and profits being left wholly to the Company, and legal security being taken that all owners' obligations should appertain exclusively to the Company.
- 13. In the course of our inquiry the question of consultation between the Admiralty and the Post Office came under review. It appeared that during the recent negotiatious for subsidising certain vessels which carry the mails as Mercantile Cruisers, no communication was addressed to the Post Office by the Admiralty. We suggest that it is desirable that, before any subsidies or contracts are entered into in future, the two Departments should invariably consult together, so as to ensure that the arrangements made shall comprehend all Imperial interests. This is deemed more especially desirable, as the present Post Office Contract clauses secure for the Admiralty wide powers over the ships of companies contracting with the Post Office.
- 14. In conclusion, the Committee desire to acknowledge the valuable assistance which they have received throughout their Inquiry from Captain Tupper, R.N., who has been associated with them as Secretary.

We have the honour to be,

Sir, Your obedient Servants,

(Signed)

CAMPERDOWN. C. C. P. FITZGERALD.

J. H. BILES.\*

H. BUXTON FORMAN. ROBERT CHALMERS.

Admiralty, 9th July 1902.

### \*Additional Remarks by Professor Biles.

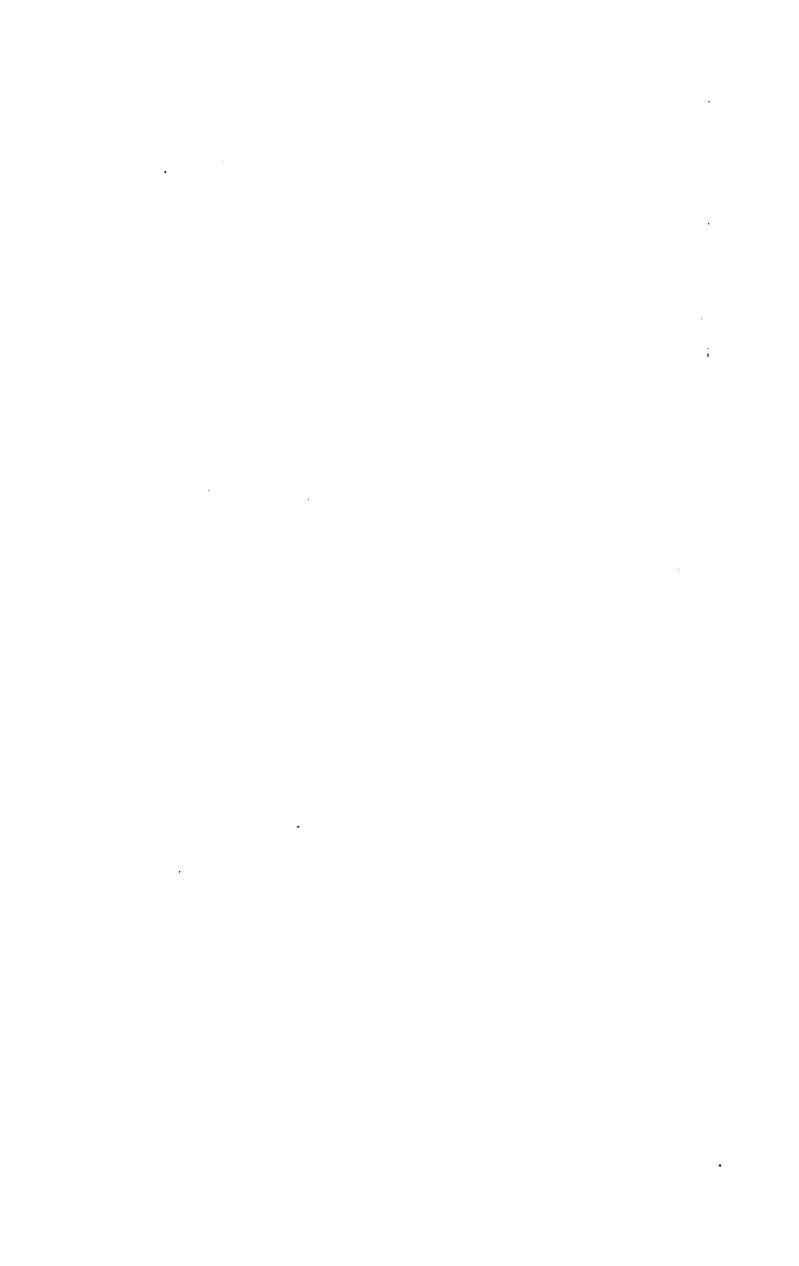
While I fully agree with my colleagues in the above Report, I am of opinion that the terms of reference admit of a much wider interpretation of the question than it has received. We have dealt with the "cost" of securing ships of stated speeds, but the consideration of the "manner" of securing them has been confined wholly to the question of how much money payment in the form of Admiralty Subvention would secure a ship for purely naval purposes. The scheme of subsidies indicated in the Report can, under existing conditions, only apply to Atlantic ships. But inasmuch as speed is a desideratum upon other mail routes, it seems to me to

be desirable to carry this inquiry further in order to consider the practicability of securing high-speed vessels on such mail routes. Fast steamers can be run in conjunction with a large fleet of vessels of lower speed with commercial advantage to the fleet as a whole, though individually the fast vessels may lose money, and in consequence it seems to be practicable to secure vessels such as are required by the Admiralty by inserting in all future Mail Contracts (which should run for a period of ten years) a condition that a definite proportion of the ships of each contracting company should fulfil the Admiralty requirements as to speed and other essentials. The result of this would be to secure to the Public Service a well-distributed and adequate number of mercantile auxiliaries of high speed.

The Government business in connection with subsidised steamers should, in my opinion, be dealt with by a single Department and, as the chief service to be rendered would relate to mails, while the work of the mercantile auxiliaries for the Admiralty would be at most an incidental matter, except in wartime, it seems that

this business should be conducted by the Post Office.

(Signed) J. H. BILES.



### MERCHANT SEAMEN'S FUND.

## ACCOUNT

OF THE

#### RECEIPT AND EXPENDITURE

UNDER THE

# SEAMEN'S FUND WINDING-UP ACT,

From 1st January to 31st December 1901.

(Pursuant to Act 14 & 15 Vict. c. 102, s. 59.)

Ordered, by The House of Commons, to be Printed, 20 June 1902.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from

EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or

OLIVER AND BOYD, EDINBURGH; or

E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

AN ACCOUNT of the RECEIPT and EXPENDITURE under the SEAMEN'S FUND WINDING-UP ACT, from 1st January to 31st December 1901.

RECEIPTS.	• •	PAYMENTS.	£. s. d.	£. s. d.
To Balauce in hand on 1st January 1901, as shown in the preceding Account	2,076 14 3	By Amount paid for Pensions and Commutation of Pensions -		3,792 4 4
To Amount of the Vote of Parliament for the Year ending 31st March 1902	4,200	By Saving ou the Parliamentary Vote, 1899-1900, surrendered -		448 19 4
		By Balance in hand on 31st December 1901, as under, viz.:-		
		Amount in the Exchequer	1,200	
	<u></u>	Amount in hards of Her Majesty's Paymaster General (adjusted for outstanding Transfers)	894 9 11	
	<u></u>		2,094 9 11	
		Less, Balance due on sundry Accounts	58 19 4	9 035 10 7
<b>ું</b>	6,276 14 3		<b>પાં</b>	
There were no contrib	outions to the Fund	There were no contributions to the Fund from masters and seamen during the year 1901.		

Board of Trade, 5th June 1902.

T. W. P. Blomefield, Assistant Secretary.

COMPARATIVE STATEMENT of the Number and Amount of the whole of the Pensions, and of each Class of Pensions, Granted in the Years 1900 and 1901.

Rate	O Province Description	1	9 0 0.	1901.			
of Pension.	CLASS OF PENSIONERS.	Number.	Amount.	Number.	Amount.		
£. s. d.			£. s. d.		£. s. d.		
6 16 -	Masters	-		1	6 16 -		
38 -	Seamen	1	38-	-	_		
48-	Widows of Masters	6.	26 8 -	3	13 4 -		
2 4 -	Widows of Seamen	5	11	3	6 12 -		
2 4 -	Children of Masters	-		-	-		
1 2 -	Children of Seamen	1	1 2 -	1	1 2 -		
		13	41 18 -	8	27 14 -		

COMPARATIVE STATEMENT of the Number and Amount of the whole of the Pensions, and of each Class of Pensions, which Expired in the Years 1900 and 1901, as reported to the Board of Trade.

_		i	1	9 0 0.	1	9 0 1.
Class of Pensioners	,		Number.	Amount.	Number.	Amount.
				£. s. d.		£. s. d.
Masters	-	-	15	102	11	74 16 -
Seamen	-	-	14	47	10	34
Widows of Masters	-	-	46	202 8 -	26	108 12 -
Widows of Seamen	-	-	42	87 12 -	37	76 12 -
Children of Masters	-	-	-		-	
Children of Seamen	-	-	-		_	
			117	439	84	294

COMPARATIVE STATEMENT of the Number of Pensioners upon the Fund on the 31st December 1900 and 31st December 1901; distinguishing between Men, Women, and Children, and between different Scales of Pensions; and giving the Total Amount of Pensions of each Class.

CLASS OF PENSIONERS.					1900.				1901.			
CLASS OF P	ENSIC	)NERS	•		Number.	Amo	unt.		Number.	Amo	unt	•
						£.	8.	d.		£.	8.	d.
Masters ·	-	-	•	-	410	2,855	17	2	400	2,787	17	2
Seamen	-	-	-	•	567	2,084	15	6	557	2,050	15	6
Widows of Masters -	•	-	-	-	1,674	6,493	12	5	1,651	6,398	4	5
Widows of Seamen -	-	-	-	-	1,841	4,188	18	3	1,807	4,118	18	3
Children of Masters -	-	-	-	-	232	379	2	-	232	379	2	_
Children of Scamen -	-	-	•	-	257	228	2	_	258	229	4	_
					* 4,981	16.230	7	4	*4,905	15,964	1	4

<sup>\*</sup> The number of pensions paid during the quarter ended 31st December 1901 was 977. The difference between these numbers results, it is presumed, from deaths of pensioners whose pensions have necessarily ceased to be claimed, but of whose deaths the Board of Trade have no official knowledge.

Liverpool

AN ACCOUNT of the PROPERTY and Moneys held by the TRUSTEES of the MERCHANT SEAMEN'S FUND, at the undermentioned Ports, for Special Purposes distinct from the General Purposes of the Fund, and the Receipt and Expenditure for the same, for the Year 1901.

## Freehold Ground in Assembly Garth, whereon are built several Houses and a Seamen's Hall; also 13 Houses in Trafalgar-square, Sunderland Sunderland, subject to a Ground-rent of 51. per annum. £. 2,800 Bond of Commissioners of the River Wear. Cash received for Rents, Interest on Bond, Bequest, Bank Interest, and Donations (including last year's Balance of 258l.), 419l. 14s. 8d. Cash paid for Salaries, Ground-rent, Insurance, Repairs, Water-rate, and Sundries, 160l. 15s. 10d. Balance in Bank, 2581. 18s. 10d. Three Leasehold Cottages, subject to a Ground-rent of 13s. 4d. per Rye annum, and 6001. Two and three-quarters per Cent. Consoli-Cash received for Rent from the Inmates, and Dividends on Consols (including last year's Balance of 191. 10s. 5d.), 371. 17s. 9d. Cash paid for Poor-rate, Repairs, and Ground-rent, 61. 14s. 3d.; Relief granted, 10l.; Total Payments, 16/. 14s. 3d. Balance in the hands of the Trustees and in Bank, 211. 3s. 6d. Twelve Almshouses. Boston Cash received for Rent from Inmates, 81.; Interest, 12s. 7d.; Total Receipts (including last year's Balance of 281. 14s. 10d.), Cash paid for Insurance and Water-rate, 41.8s. 6d.; Sundries, 11. 19s. 7d.: Total Payments, 6l. 8s. 1d. Balance in Bank, 301. 19s. 4d. Sixty-seven Dwellings or Buildings, called the Seamen's Hospital, Scarborough and Trinity House. Bequest of 8371. Two and three-quarters per Cent. Consolidated Stock. 981. 12s. 11d. - - ditto - - ditto. 5001. in Lancashire and Yorkshire Preference Stock. Received for Dividends and Interest, 401. 12s. 11d.; Rents, &c., 541. 2s. 6d.; Total Receipts (including last year's Balance of 128l. 5s. 10d.), 223l. 1s. 3d. Cash paid to Inmates of the Houses, 36l. 9s.; Salaries, 5l. 8s. 8d.; Insurance, Gas, and Water-rates, Repairs and Sundries, 46l. 5s. 5d.; Total Payments, 88l. 3s. 1d. Balance in the hands of Trustees, 134l. 18s. 2d. Fifty Tenements, called Seamen's Hospital Houses. Whitby -7551, 1s. 2d. Two and three-quarters per Cent. Consolidated Stock. Cash received for Rent and Dividends, 221. 11s. 4d. Cash paid for Repairs, Insurance, Coals distributed to Inmates, and Sundries (including last year's Balance of 51.3s.3d.), 201.16s.6d. Balance in the hands of Trustees, 11. 14s. 10d.

£. 1,600 Bonds of the Mersey Docks and Harbour Board, received

Cash received for Interest on Bonds and on Deposit at Bank (including last year's Balance of 3l. 9s. 8d.), 62l. 15s. 7d.

from the Committee of the Nelson Fund.

Cash paid to pensioners, 60l. Balance in Bank, 2l. 15s. 7d.

ı	•				
			•		
			·		
ļ					
			·	·	
i					
		•			
:					
:					
i				•	
1					ال ہ

MERCHANT SEAMEN'S FUND.

ACCOUNT of the RECEIPT and EXPENDITURE under the SEAMEN'S FUND WINDING-UP ACT, from I January to 31 December 1901.

(Pursuant to Act 14 & 15 Vict. c. 102, s. 59.)

Ordered, by The House of Commons, to be Printed, 20 June 1902.

[Price 1d.]

231.

# RETURN

OF THE

# NUMBER, AGES, RATINGS, AND NATIONALITIES

OF THE

# SEAMEN

ROUTED WHITE

On the 31st day of March 1901

1020

VESSELS REGISTERED, UNDER PART I. OF THE MERCHANT SHIPPING ACT. 1894.

IN THE

# BRITISH ISLANDS.

Bresented to both Bouses of Barliament by Command of His Majesty.



LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
By DARLING & SON, Ltd., 34-40, Bacon Street, E.

And to be purchased, either directly or through any Bookseller, from EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEST STREET, E.U., and 32, Abinodox Street, Westminster, S.W.; or OLIVER & BOYD, Edinburgh; or E. PONSONBY, 116, Grapton Street, Dublik.

MERCHANT SEAMEN'S FUND.

ACCOUNT of the RECEIPT and EXPENDITURE under the SEAMEN'S FUND WINDING-UP ACT, from I January to 31 December 1901.

(Pursuant to Act 14 & 15 Vict. c. 102, s. 59.)

Ordered, by The House of Commons, to be Printed, 20 June 1902.

[Price Id.]

231.

# RETURN

OF THE

# NUMBER, AGES, RATINGS, AND NATIONALITIES

OF THE

# SEAMEN

BERTOYED

On the 31st day of March 1901

ON

VESSELS REGISTERED, UNDER PART I. OF THE MERCHANT SHIPPING ACT, 1894,

IN THE

# BRITISH ISLANDS.

Presented to both Bouses of Parliament by Command of Dis Majesty.



PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE, By DARLING & SON, Lyn., 34-40, Bacon Street, E.

And to be purchased, either directly or through any Bookseller, from EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and 32, Assistan Street, Westminster, S.W.;
or OLIVER & BOYD, Edinburgh:
or E. PONSONBY, 116, Gaarton Street, Durling

# SALE OF GOVERNMENT PUBLICATIONS

The under-mentioned Firms have been appointed sale Agents for the sale of Government Publications cooleding Parliamentary Reports and Papers, Acts of Parliament, Record Office Publications, &c., &c., and all sale works can be purchased from them either directly or through retail booksellers, who are entitled to a discount of 25 per cent, from the selling prices:—

IN ENGLAND :-

For all publications excepting Ordnanos and Geological Maps, the Hydrographical Works of the Admissity and Patent Office Publications:—Missing, Even and Spectriswooms, East Harding Street, E.G. For Hydrographical Works of the Admiralty:—Mr. J. D. Portus, 145, Minories, E.G.

Patent Office Publications are sold at the Patent Office.

Par all publications according the Hydrographical Works of the Admiralty, Patent Oilion Publications, and Ordnance and Geological Maps.

IN SCOTLAND :- MESSES, OLIVER AND BOYO, Edinburgh.

IN IRELAND :- Mr. E. Possosny, 116, Grafing Street, Dublin.

The Publications of the Orneason Survey and of the Geological Survey can be purchased from Agents in most of the chief towns in the United Kingdom, through any Bookseller, or from the Director General of the Ordnanes Survey, Southampton, or in the case of Ireland, from the Officer in Charge, Ordnanes Survey, Dublin. It addition, Ordnanes Survey Publications can be obtained through Head Post Offices in towns where there are as socredited Agents.

The following is a list of some of the more important Parliamentary and Official Publications recov(ly issued :-Parliamentary:

Public General, Session 1900, Sees. 2, and 1901. With Index, Tables, &c. Roy. Svo. Cloth. Princle. Grand Revised Edition. A.D. 1235-1713 to A.D. 1872-1883. XVI. Vols.

Price 7s. 6d. each.

Revised Editions. Tables annwing subsequent Repeals, effected by Acts of 63 & 64 Vict. 1900. Price 6d. Statutes in Force. Chronological Table of and Index to. 18th Edition. To Aug. 8, 1902, being the period of the Session 2 Edward VII. (1902), when Parliament adjourned. 2 rols.

Print 10s. 6d.

The Statistical Rules and Orders revised. Statistics Rules and Orders, other than those of a local, personal, or temperary character, issued prior to 1890, and now in force. Vols. L to VIII. Price 10s, each, Statistical Rules and Orders other than those of a Local, Personal, or Temperary Character. With a List of the more important Statistical Orders of a Local Character arranged in classes; and an Index. Boy. Sva. Boards. Issued in the years 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, and 1901.

Staletory Rules and Orders in force on 31st December 1899. Index to.

Statutory Rules and Orders, 1902. Registered under the Rules Publication Act, 1893. In pourse of june Index to Local and Pers -il Acts, 1801-1899.

Acts of Parliament, Session 1902. In course of issue.

EDUCATIONAL SUBJECTS. Special Reports. Vols. 11. to XI. United Kingdom and Colonial and other Passessions; and the Principal Committee of the World. Price (complete) £1 12s: 7 jol. (Vol. I. is out of print.)

[Cd. 1121,] Audiculture Returns, Great Britain. 1901.

Co. 1153.] Pour of Leaves. Royal Commission. Report, with Evidence and Price 7, 2d. Cd. 1151. Cd. 1752. Appendices (complete).

[Cd. 1160.] EDUCATION. Supplementary Regulations for Secondary Day Schools and Evening Schools.

[Cd. 1788. Cd. 1269. Cd. 1280. Cd. 1281.] Salmon Fishenius. Royal Commission. Report, Bvidenau, and Appendices. Complete.

[Cd. 1238.] RAILWAYS. General Report on Share and Lovo Capital, Traffic, &c., 1901.

[Cd. 1239.] STATISTICAL ABSTRACT, OF THE UNITED KINGDOM. 1887 to 1901.

[Cd. 1275.] Board of Education. Report for 1901-02.
[Cd. 1907.] Mines and Quarties. General Report and Statistics. 1901. Part III. Output.
H.C. No. 325. Housing of the Working Classes. Report from Select. Committee with Evidence.

Cusses, England and Wales, Scotland and Ireland, 1901. Reports and Population Tables. In course of issue. tisss. Regiand and Wales, Sections and French, 1997. Reports of the Statistical portion under the provisions of the Coal Mines Regulation Acts, 1887; Metalliferous Mines Regulation Acts, 1872-1875; Shate Mines (Gunpowder) Act, 1882, Districts Nov. 1 to 12. Complete.

Price 57, 714.

Minus in the United Kingdom and the Isle of Man. List of, for 1901.

From de Sal

Mines Anangosep. List of the Plans of Corrected to 31st Documber 1901. The following appear periodically, and can be subscribed for :-

Thank or the United Kranica with Region Possessions with Trans Countries, showing the Quantities and the Declared Value of the Articles.

Thank Regence of the British Colonies, with information relative to population and general conditions

The Proceedings of Parliament in public and private business, published daily. House of Lords. Private la

# RETURN

OF THE

# NUMBER, AGES, RATINGS, AND NATIONALITIES

OF THE

# SEAMEN

EMPLOYED

On the 31st day of March 1901

ON

VESSELS REGISTERED, UNDER PART I. OF THE MERCHANT SHIPPING ACT, 1894,

IN THE

# BRITISH ISLANDS.

Presented to both Houses of Parliament by Command of His Majesty.



LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
By DARLING & SON, Ltd., 34-40, Bacon Street, E.

And to be purchased, either directly or through any Bookseller, from EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and 32, ABINGDON STREET, WESTMINSTER, S.W.; or OLIVER & BOYD, EDINBURGH; or E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

# INDEX TO TABLES.

Table,	Contents.		Page.
•	COMPARATIVE TABLES.		
I.	Vessels and Seamen		xiii
II.	Ratings in each Trade, distinguishing Foreigners		xiv
111.			xv
IV.	Ages of Sailors and Boys Vessels registered compared with Vessels employed at Sea	•••	xvi
	TABLES RELATING TO THE 31ST MARCH, 1901.		
1	The Number and Tonnage of the Vessels and the Seamen emp	oloyed in e	each 1
2	Ratings in each Trade, distinguishing Foreigners		2
3	Ages	• •••	4
4	Nationalities and Ratings	•••	6
5	Nationalities and Ages	• •••	8
<u>6</u>	Ages and Ratings of Seamen of all Nationalities	• •••	10
7	" born in England and Wales	•••	11
8	" " " Scotland	• •••	12
9	" " " Ireland	•••	13
10	" , the Channel Islands	• •••	14
11	,, ,, Isle of Man	•••	15
12	" described as "British"	• •••	16
13	" born in the Colonies		10
14 15	,, ,, Foreign Countries , at Sea or whose birth pla		
	stated.	were were	
16	" of British Seamen	•	20
	Seamen born in the British Islands.		
17	Ages and Ratings, Summary		21
18	" " Coasting Trade		22
19	" " Home Trade	• •••	23
20	", " Foreign Trade	• •••	24
21	", ", Fishing	•	25
	Seamen on Agreements opened abroad.		
22	Ratings of Seamen and Number and Tonnage of the Vessels		26
	Seamen on Colonial Vessels,		
23	Ratings and Nationalities		28
24	" " Ages	• •••	30
	Seamen on Foreign Vessels.		
25	Foreign Vessels in the British Islands and their crews	• •••	31

#### CLASSIFICATION OF RATINGS.

#### TRADING VESSELS.

- "Masters" includes every person, except a pilot, having command or charge of any ship, whether he is certificated or not.
- "Mates" includes all officers rated as First, Second, &c. Officers or Mates (whether certificated or not) except men, described as "Mates" of small vessels carrying not more than five persons on board, who have not been regarded as officers, but have been included with "Sailors undefined."
- "Boatswains" includes Boatswains, Boatswains' Mates, and men rated as "Boatswain and Lamps."
- "Carpenters,"
  "Sailmakers,"
  "Quarter-masters,"
  "Lamptrimmers."

  Seamen are included under these heads if so rated exclusively, or as A.B. in addition.
- "Other Petty Officers" includes "Baggage-Masters," "Masters-at-arms," "Masters-of-hold," &c.
- " Able Seamen" includes men so described upon the Agreement or list of crew, whether they have proved their qualification or not.
- "Sailors undefined" includes men described as "Deck Hands," or as "Seamen," or, in cases where there are not more than five persons in all on board, as "Mates."
- " Ordinary Seamen" includes all men rated as such upon the Agreement or list of crew.
- " Apprentices" includes Midshipmen.
- " Boys" includes all boys (except Apprentices) not specially engaged for the Engineers' or Stewards' Departments.
- " Engineers" includes all Engineers or Assistant Engineers (whether certificated or not) except Refrigerating or Hydraulic Engineers.
- "Firemen" or "Firemen and Trimmers." Men engaged as "Stokers" are also included under this head.
- "Trimmers" - dinclude men so rated.
  "Other Port
- "Other Persons in Engineers' Department" includes Winchmen, Cranemen, Boiler-makers, Engineers' Storekeeper, boys engaged exclusively for the Engineers' Department (except mess-room boys), Hydraulic Engineers, &c.
- " Surgeons" includes all duly qualified Medical Practitioners.
- " Pursers, &c." includes Storekeepers (except those in the Engineers' Department) and Clerks.
- "Stewards, &c." includes Cooks, Waiters, General Servants, Butchers, Bakers, Barbers, Cabin Boys, Mess-room Boys, &c.
- " Stewardesses, &c." includes all women entered upon the Agreements or lists of crew.
- "Cattlemen" Only the Cattlemen and Pilots who are entered upon the Agreements or lists of crew are included under these heads.
- "Other persons" includes Electricians, Cable Hands, Refrigerating Engineers, Whalemen, &c.

#### FISHING VESSELS.

- " Skipper" signifies the officer in charge, whether certificated or not.
- " Second Hands" includes men rated as "Second Hand" or "Mate"; but any who are also either Engineers or Apprentices are classed under those heads.
- "Fishermen" includes Third, Fourth, Fifth, &c. Hands, Net-ropemen, Net-stowers, Hawsemen, Capstanmen, Younkers, and some Fishermen who also act as Firemen. If, however, any are under 18 years of age they are classed as Boys.
- "Apprentices" includes all boys duly indentured as Apprentices, without reference to the rating in which they are serving.
- "Boys" includes all persons so rated and persons under 18 years of age who are not Second Hands, Apprentices, or Cooks.
- "Engineers" includes all men so rated, except those who act both as Skipper and Engineer.
- "Firemen" includes men rated as "Firemen" or "Stokers." If a Fisherman is stated to act also as Fireman he is classed as Fisherman.
- "Trimmers" includes persons so rated who are not Apprentices.
- "Stewards and Cooks" includes persons so rated who are not Apprentices.
- "Other Persons" includes Pursers and Pilots.

#### DEFINITIONS.

- "Seamen" is used in this Return to include all persons, without exception, who appear as members of the crew upon the Agreements or "Lists" rendered under Sections 118, 119, or 253 of the Merchant Shipping Act, 1894.
- "The British Islands" means the United Kingdom, the Channel Islands, and the Isle of Man as defined in Section 18 of the Interpretation Act, 1889.
- "Colonies" is used in this Return to include India and all British possessions abroad.
- "Lascars": The men included under this head are Asiatics and East Africans employed on vessels trading either from India to this country or entirely in Asiatic or Australian waters and serving under Agreements which terminate in Asia.
- "Coasting Trade" is trade upon the coasts of the United Kingdom or the Isle of Man.
- "Home Trade" is trade within the limits of the British Islands and the continent of Europe between the River Elbe and Brest.
- "Foreign Trade" is trade beyond the above limits.
- The Districts to which the vessels trade, shown in Table I., are the geographical divisions adopted by "Lloyd's."

# SEAMEN

EMPLOYED UPON

# SEA-GOING VESSELS (EXCEPT YACHTS)

REGISTERED IN THE

# BRITISH ISLANDS.

1. The following Tables have been prepared, from lists of crew and other documents The limits in the charge of the Registrar General of Shipping and Seamen, with a view to showing of the Tables. the Number, Ages, Ratings, and Nationalities, of Seamen employed upon a given day, namely, the 31st of March, 1901, on sea-going vessels, except yachts, registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands. They do not show, and do not attempt to show, the total number of Seamen who follow the sea-service in connexion with the registered sea-going vessels.

2. These Tables constitute the third quinquennial census of seamen thus employed; Previous a census having previously been taken on the 5th April, 1891, and on the 25th March, enumerations. 1896.

The Tables for 1901 are preceded by the Comparative Tables I.-IV., which have been drawn up for the purpose of showing the principal changes which have taken place during each of the quinquennial periods.

#### Number and Nationality of the Seamen.

3. The number of seamen enumerated on each occasion is shown in Comparative Total enumera-Table I. (page xiii) to have been as follows: ted.

	1891.	1896.	1901.
Seamen on vessels registered only under Part I. of the Merchant Shipping Act, 1894.* (Trading Vessels.)	172,773	180,366	186,636
Seamen on vessels registered under both Parts I. and IV. of the Merchant Shipping Act, 1894. (Fishing Vessels.)	17,831 · ·	19,136	19,502
Total	190,604	199,502	206,138

<sup>\*</sup> Vessels registered under Part I. of the Act include trading vessels and some sea fishing vessels. All sea fishing vessels must be registered under Part IV. of the Act, but only those exceeding fifteen tons burden are required to be also registered under Part I.

Increase of the seamen on Trading Vessels.

4. The increase in the number of seamen on Trading Vessels consists entirely of Lascars and Foreign Seamen. During the ten years from 1891 to 1901, the number of Lascars increased by 12,288, and Foreign Seamen by 8,730. In the same period British Seamen (including those born at sea, and those whose birthplaces were not stated) have decreased in number by 7,155.

Nationality of the seamen.

5. The places at which the Seamen on Trading Vessels are reported to have been born are shown in the following table:—

	Number of Seamen enumerated in						
Place of Birth.	1891.	1896.	1901.				
England including Wales, the Channel Islands, and the Isle of Man.	81,360	80,977	78,094				
Scotland	23,000	22,248	20,447				
Ireland	13,568	12,599	12,599				
Total British Islands	117,928	115,824	111,140				
"British" not otherwise defined	2,585	4,368	2,971				
Seamen born at sea and whose birthplaces were not stated.	*2,629	196	408				
Colonies	<b>4,42</b> 0	4,621	5,893				
Total British	127,567	125,009	120,412				
Foreign Countries	23,884	27,446	32,614				
'Iascars''	21,322	27,911	33,610				
Total	172,773	180,366	186,636				

<sup>\*</sup> The Nationality of a large number of apprentices was not stated, but nearly all were natives of the British Islands.

Assuming that England, Scotland, and Ireland supply the total number of Seamen in the same proportion as they supply the number employed on the 31st March, 1901, it would appear that, in proportion to their population, England supplies not quite so many Seamen as Ireland and only about half the number supplied by Scotland.

Percentage in each rating.

6. The Seamen of the various Nationalities are distributed amongst the ratings in very different proportions. The following Table shows the percentage of the total number of Seamen of the different Nationalities who were serving in each rating.† It will be observed that there is a large percentage of Petty Officers and Engineers of Scottish birth, and of Able Seamen and Firemen of Irish birth; and that nearly half the Foreign Seamen were serving in the rating of Able Seamen.

<sup>†</sup> Particulars respecting the age and nationality of the individual members of the crews of 215 vessels, most of which were trading abroad on the 31st March, 1901, were not obtained. The vessels were manned by 2,080 British and Foreign Seamen (1,994 British, and 86 Foreign) and 13,216 Lascars. These seamen (excluding the Lascars) were mostly Masters, Mates, Petty Officers, and Engineers, and they form the majority of those appearing in the "Not Stated" columns of the age and rating Tables. It is evident that amongst these men there must have been about 215 Masters (that is, one for each vessel), but as their exact number and their nationalities were unknown they have not been included in the columns for Masters. From this cause the number of Foreign-going steam vessels is about 200 in excess of the number of Masters shown as being employed thereon.

Mates Boatswains Carpenters Sailmakers	•••							Ireland.	Colonies.	Countries.	Nationalities
Boatswains Carpenters Sailmakers	•••		•••	•••	•••	9.2	7.5	5.8	2.9	•4	6.6
Carpenters . Sailmakers .		•••	•••	•••		11.0	12 <sup>.</sup> 1	8.0	7.0	1.2	8.7
Sailmakers .	••	•••	•••	•••	•••	1.5	1.9	2.4	1.7	2.5	1.8
	•••	•••	•••	•••	•••	1.0	3∙0	1.1	1.3	4.8	2.1
A . 3F	•••	•••	•••	•••	•••	•2	· ·7	•1	-2	.7	•4
Quarter-Mas	ters	•••	•••	•••	•••	.7	1.0	1.0	•6	•8	⋅8
Lamptrimme	ers	•••	•••	•••	•••	•4	•5	•4	•6	-8	•5
Able-Seamer	n.	•••	•••	•••	•••	15.0	18.2	29.8	28.1	43.1	23.5
Sailors unde	fined		•••	•••	•••	3.6	2.5	3.2	•4	•2	2.5
Ordinary Sea	amen	•••	•••	•••	•••	3.0	2.25	3.0	6.0	3.1	3.1
Apprentices	•••	••	•••	•••	•••	3.0	1.6	1.0	1.5	•2	2.0
Boys	•••	•••	•••	•••	•••	1:3	•6	.7	1.0	•4	•9
Engineers	•••	•••	•••	•••	•••	10.8	19.9	5.2	3.9	.9	9.2
Firemen, or	Firen	ien ai	nd Trin	nmers	•••	12.6	10.6	20.6	12.6	21.4	14.7
Trimmers	•••	•••	•••	•••	•••	2.3	1.15	2.6	3.6	1.6	2.1
Donkeymen		•••	•••	•••	•••	1.3	1.2	2.0	1.3	2.7	1.7
Oilmen and	Greas	ers	•••	•••	•••	1.0	•4	1.5	-6	•8	.9
Other Person	ns, En	ginee	rs' Dep	artme	nt	•4	.7	⋅8	.2	·2	•4
Surgeons	•••	•••	•••	•••	•••	.2	•25	•4	•6	•1	.2
Pursers, &c.	•••	•••	•••	•••	•••	.7	.5	.3	1.0	•3	•6
Stewards, &	c.	•••	•••	•••	•••	18.2	11.0	7.6	20.4	9.7	14.5
Stewardesse	s, &c.	••	•••	•••	•••	.6	-8	.6	•4	•1	•5
Cattlemen	•••	•••	•••	•••	•••	.7	•5	1.2	3.1	3.1	1.3
Pilots	•••	•••	•••	•••	•••	-2	-1	.3	.0	.7	.3
Other Person	ns	•••	•••	•••	•••	-8	.7	•4	.7	.0	.7
	T	otal	•••	•••	•••	100.0	100-0	100-0	100-0	100.0	100.0

7. The decrease in the number of British Seamen, which has been shown in Decrease in tabular form (paragraph 5), amounted to 2,558 in the quinquennial period from 1891 number of to 1896, and to 4,597 in the period from 1896 to 1901.

Seamen.

The decrease amongst British Sailors alone (that is Able Seamen, Sailors undefined, and Ordinary Seamen) appears from Comparative Table II. to have been even greater, as is shown in the following summary:-

Number of Sailors Enumerated.

	Year.		Coasting a	and Home ade.	Foreign	Trade.	To	otal.
			Total.	British.	Total.	British.	Total.	British.
1891		•••	16,013	15,406	37,103	24,388	53,116	39,794
1896	•••		13,527	12,805	34,357	20,763	47,884	33,568
1901	•••	•••	12,886	11,403	30,905	17,295	43,791	28,698
		İ						

The decrease of 11,096 British Sailors shown in the above table was foreshadowed by the Census of 1896, when attention was called to the reduction in the number of young British Seamen—there being 2,274 fewer Sailors and Boys (excluding Apprentices)

under the age of 20 enumerated in 1896 than there had been in 1891. In 1901 the number enumerated was 79 less than in 1896 (see Comparative Table III.), and there is, therefore, no immediate prospect of any increase in the number of British sailors.

Increase of Foreign Seamen. 8. The increase of 8,730 Foreign Seamen during the past decade has not been distributed in equal proportions in the different ratings in the Coasting, Home, and Foreign Trades. In the Home and Coasting Trades the percentage of foreigners remains comparatively small, though it has risen from 2.8 in 1891 to 6.8 in 1901. These figures and further details are given in Comparative Table II., where it is shown that the percentage of foreigners in the Foreign Trade has increased from 20.1 in 1891 to 26.0 in 1901. Amongst Officers the proportion of foreigners has slightly decreased, as will be seen from the following figures also taken from the same table.

		1			Percentages	of Foreigners.		•
	Year.		Conet	ing and Home	Trade.		Foreign Trade	
			Masters.	Mates.	Engineers.	Masters.	Mates.	Engineera
1891	•••		· <b>4</b>	2.5	.8	3.5	<b>4·</b> 6	2.8
896	•••		•6	2.8	1.2	3·4	4.2	2.2
901	•••		•7	2·4	1.2	2.3	4·1	2.5

The largest percentage of foreign Seamen appears amongst the Sailors (i.e. Able Seamen, Ordinary Seamen, and Seamen not otherwise defined) on foreign-going sailing vessels. The figures for these Seamen for the three years are as follows:—

	Year.		Total.	Foreigners.	Percentage.
1891	•••	•••	18,666	7,279	39•()
1896			15,862	7,217	45.5
1901	•••		10,800	5,646	52.3

The majority of foreign Seamen are employed in the ratings of Petty Officers, Sailors, and Firemen, or in ratings placed under the head of Stewards, Cooks, &c., and the following figures show the numbers who were employed on the Census days on sailing and steam vessels in the foreign trade, with the number of the foreigners and the percentage they form of the total.

		Pe	etty Office:	rs.		Sailors.		Fireme	and Tri	mmers.	Stews	ards, Cool	cs, &c.
Year.	,	Total.	Foreigners.	Percentage.	Total.	Foreigners.	Percentage.	Total.	Foreigners.	Percentage.	Total.	Foreigners.	Percentage.
1891 1896 1901		7,932 8,256 7,618	2,154 2,540 2,991	27·2 30·8 32·3	37,103 34,357 30,905	12,715 13,594 13,610	34·3 89·6 44·0	17,258 17,727 20,392	3,224 4,160 7,050	18·7 23·5 34·6	15,722 16,523 19,451	2,071 2,338 3,014	1 <b>3</b> ·2 1 <b>4</b> ·1 15·5

9. The numbers of Foreign Seamen serving on board Trading Vessels were as Birthplaces follows :-

of Foreign Seamen.

	Countr	y of Orig	in.			1891.	1896.	1901.
•••	•••	•••	•••	•••		4,668	5,219	5,999
•••	•••	•••	•••	•••		4,241	5,167	5,110
•••	•••	•••		•••		3,385	3,669	3,880
ates of	Ame	rica	•••	•••	•••	1,955	2,222	2,748
•••	•••	•••	•••			1,619	1,962	2,012
•••	•••	•••	•••	•••	•••	1,492	1,518	1,588
•••		•••	•••	•••	•••	812	1,070	1,201
•••	•••		•••	•••	•••	701	885	1,552
•••	•••		•••	•••	•••	847	824	663
ıntries	or no	t stated	•••	···.	•••	4,164	4,910	7,861
		Total	•••	•••	•••	23,884	27,446	32,614
	 ates of 	ates of Amer	ates of America	ates of America	ates of America	ates of America	4,668 4,241 3,385 ates of America 1,955 1,619 1,492 812 847 antries or not stated 4,164	4,668 5,219 4,241 5,167 3,385 3,669 ates of America 1,955 2,222 1,619 1,962 1,492 1,518 812 1,070 812 1,070 701 885 824 antries or not stated 4,164 4,910

10. It should, however, be noted that some of these Foreign Seamen had not signed Seamen on Agreements opened in the British Islands. A considerable number were employed upon Agreevessels trading entirely abroad, and others upon vessels which merely came to the British ments Islands for bunker coal. In order to show the effect of this, Table 22 has been prepared, Abroad. giving the Number and Tonnage of Vessels having Agreements opened abroad, distinguishing those which terminated in the British Islands from those which terminated abroad, and also showing the number of Seamen in each rating employed thereon, distinguishing Foreign Seamen.

The proportion of Foreign Seamen (51.7 per cent., excluding Lascars) serving on these vessels is much larger than on vessels for which Agreements are opened in this country, and of the 32,614 Foreign Seamen shown in Table I., 9,065 are accounted for by Table 22.

Upon these vessels, as upon those whose Agreements are opened in the British Islands, the percentage of Foreign Masters, Mates, and Engineers is much lower than the percentage of Foreign Seamen serving in the other ratings. This will partly explain the comparatively low percentage (5.2) of Foreigners amongst the Seamen whose ratings were "not stated." A large proportion of these Seamen were serving upon vessels principally manned by Lascars, and were either Masters, Mates, Petty Officers, or Engineers.

#### LASCARS.

11. In 1891 nearly one-half of the Lascars included in the Tables were employed upon Lascars on vessels trading entirely abroad. The number of Lascars thus employed has risen from Asiatic 10,535 in April, 1891, to 13,100 in March, 1896, and 14,680 in March, 1901. But there ments. has been a greater increase in the number of Lascars on vessels which trade to this country. From 10,787 in April, 1891, the number rose to 14,811 in March, 1896, and to 18,930 in March, 1901.

There were in March, 1901, 130,053 Seamen, of whom 33,505 were Lascars, Lascars in employed upon the Steam Vessels in the Foreign Trade,\* and the Lascars, therefore, formed 25.8 per cent. of the total number of Seamen on those vessels. Upon all the Sailing and Steam Trading Vessels there were 186,636 Seamen of whom 33,610 were Lascars—that is 18.0 per cent. of the total.

<sup>•</sup> There were also 76 Lascars upon 2 Steam Vessels employed temporarily in the Coasting Trade. 12368

The Lascars on Steam Vessels in the Foreign Trade were apportioned amongst the different ratings as follows:—

Rating.		No. of Lascars.	Percentage of the total in the rating on Steam Vessels in the Foreign Trade.
		•	<u> </u>
Petty Officers in the Sailors' Department	··· ···	2,377	28.3
Sailors or Deck Hands		9,324	31.7
Firemen and Trimmers	•••	13,078	39-1
Petty Officers in the Engineers' Department		1,696	31·1
Stewards, Clooks, &c		7,030	28.8
Total		33,505	25.8

### ROYAL NAVAL RESERVE.

Royal Naval Reserve.

12. The Royal Naval Reserve is almost altogether recruited from men born in the British Islands. Tables 17 to 21 have therefore been drawn up with a view to showing the precise Employment, Ages, and Ratings of the Seamen so born. The total number shown to have been employed on the 31st March, 1901, was 111,140.

#### ESTIMATE OF TOTAL NUMBER OF SEAMEN.

Relation of Tables to total number of Seamen. 13. In utilising the Tables attached to this Report the precise scope they cover must always be borne in mind. They only give particulars of the persons employed on the 31st March, 1901, on sea-going vessels registered under the Merchant Shipping Act, 1894, in the British Islands.

The question, of course, arises, What proportion do these numbers bear to the total number of Seamen, in the different ratings, required and available in ordinary conditions of the labour market to man the sea-going vessels registered in the British Islands? In other words, What is the total number of Seamen in the different ratings actually following the sea as a means of livelihood?

There are no statistics enabling a definite reply to be given to the question. But with a view to forming some concrete idea of the number, it is perhaps desirable to make an attempt at an approximation, explaining fully how that approximation is arrived at. The figures can then be modified should more precise information show modification to be necessary.

It is from time to time assumed, in default of any sure basis, that the total number of persons required and available to man the Mercantile and Fishing Navy of the British Islands is fairly represented by the total of the persons engaged for the first crew of each vessel employed during the year and still on the register at the end of the year.

This assumption may or may not be correct, but, if correct, it follows that the difference between this total and the total of the men employed at any one time represents the "Reserve Army" of Seamen who may, speaking in general terms, be regarded as "Unemployed" at any particular moment.

If the assumption is correct, the number of Seamen "unemployed" at any given date should, on the average, be just sufficient to man the sea-going vessels unemployed at the time. Comparing Tables 50 and 54 to 57 of the Shipping and Navigation Returns, 1901, it is seen that upon this assumption about 12 per cent. of the total number of Seamen, excluding Lascars, were on the average "unemployed" on the four given days mentioned therein. This is equivalent to Seamen being unemployed about six or seven weeks in the year, and if it is agreed that Seamen are, as a matter of fact, unemployed for about this period each year, the assumption is to a great extent confirmed.

The percentage of "Unemployed" of course varies with time of year and condition of trade, and is different in different trades, and in steam and sailing vessels.

Under the assumption, the total number of Seamen required and available, as shown by Table 50 of Navigation and Shipping Return, 1901, is (excluding Lascars) 203,435. Making the further assumption that the Ratings and Nationalities of the men forming this total are in the same proportion as in the case of the 172,528 men shown in Tables 2 to 6 herewith, the total number in each capacity, distinguishing men born in Foreign Countries and in the Colonies, is as follows:-

	Estimated Number of	Seamen	Estimated Number of	Estimate	of the Nati	onality of S ble.	eamen
Bating.	Seamen Required and Available.	Employed on the 31st March, 1901.	Seamen Unemployed on the 31st March 1901.	British Islands.	Colonies.	Foreign.	Total.
Masters	11,960	9,907	1,895	11,595	205	160	11,960
Mates	15,870	13,144	2,515	14,905	505	460	15,870
Boatswains	3,450	2,854	545	2,340	125	985	3,450
Carpenters	3,920	3,240	620	<b>1,93</b> 0	95	1,895	3,920
Sailmakers	645	534	105	370	15	260	645
Quarter-Masters	1,390	1,153	210	1,025	45	320	1,390
amptrimmers	930	776	150	560	45	325	930
Other Petty Officers	70	59	10	· 45	7	18	70
Able-Seamen	42,730	35,387	6,770	23,795	2,015	16,920	42,730
Sailors Undefined	4,570	3,789	725	4,463	27	80	4,570
Ordinary Seamen	5,570	4,615	885	3,910	430	1,230	5,570
Apprentices	3,580	2,965	565	3,390	110	80	3,580
Boys	1,670	1,384	260	1,450	70	150	1,670
Engineers	16,690	13.824	2,645	16,045	280	365	16,690
Firemen, or Firemen and	26,850	22,245	4,254	17,545	900	8,405	26,850
Trimmers.	,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,			1	,
Trimmers	3,745	3,103	595	2,840	255	650	3,745
Donkeymen	3,015	2,498	480	1,855	95	1,065	3,015
Oilmen and Greasers	1,595	1,320	255	1,255	40	300	1,595
Other Persons in Engineers'	740	614	120	655	15	70	740
Department.	'-'						1 -0
Surgeons	440	367	70	350	45	45	440
Pursers, &c	1,010	836	160	800	75	135	1,010
Stewards, &c	26,205	21,924	4,200	20,995	1,445	3,765	26,205
Stewardesses, &c	995	828	160	915	30	50	995
N-441	2,390	1,981	380	955	225	1,210	2,390
D-1	560	467	90	559	1	1,210	<b>56</b> 0
Other Demand	1,310	1,086	210	985	50	275	1,310
NT - 4 - 4 - 4 - 3	1,010	2,126*		300	- 50	~10	1,010
not stated		2,120					
Total	181,900	153,026	28,874	135,532	7,150	39,218	181,900
Skippers	2,990	2,708	282	2,935	4	51	· 2,990
oî.î.a tta.	2,415	2,189	226	2,375		40	2,415
D 1	505	458	47	474	_ <sub>1</sub>	30	505
72'-1	8,225	7,445	780	7,935	15	275	8,225
	430	391	39	430	10	210	430
Apprentices	680	618	62	675		5	
Boys					10		680
Engineers	2,965	2,681	. 284	2,840 545	10	115	2,965
Firemen	555	505	50	545 816	- 2	10 57	555
Trimmers	875	790	85				875
Stewards and Cooks	1,885	1,708	177	1,745	25	115	1,885
Other Persons	10	9	1	8	_	2	10
Not stated							
Total	21,535	19,502	2,033	20,778	. 57	700	21,535
Grand Total	203,435	172,528	30,907	156,310	7,207	39,918	203,435

In the other columns these Seamen are distributed amongst the various ratings.

Note.—About 400 Seamen born at Sea or whose birthplaces were not stated are included in the above table with men born in the British Islands.

As above stated it is assumed that the proportion of Foreigners is the same among the "Unemployed" as among the "Employed." So far, however, as the "Unemployed" Seamen.

Unem-

<sup>14.</sup> In considering the estimate the following points should be borne in mind:

ashore in the United Kingdom are concerned, it is probable that the proportion of Foreigners is somewhat less than among the "Employed"; for it is not unlikely that a certain number of them will spend their time ashore in their own country; moreover, Foreigners in crews shipped and discharged abroad (see paragraph 5) whilst increasing the number of employed Foreigners, do not swell the number of the "Unemployed" in the United Kingdom.

But in forming the estimate no allowance has been made on account of these Foreigners, as there are no means of determining what number should be deducted; moreover, though not in the United Kingdom, they still form an available portion of the personnel of our Mercantile Marine, and will in many cases again join one of our ships.

It must also be borne in mind that a considerable number of trained Seamen (of whom more than the ordinary proportion are doubtless natives of the United Kingdom) are serving on small vessels employed in Yachting, and on Rivers, and in Inland Navigation, and of these no account is taken in the Navigation and Shipping Returns, or in the above table.

Seamen on Colonial and Foreign Vessels. 15. Besides these there are a certain number of British Seamen on Colonial and Foreign Vessels. Tables 23 and 24 give particulars of 695 Seamen who were, on the 31st March, 1901, under agreements opened in the British Islands for Colonial Vessels, and Table 25 gives particulars of the crews of such Foreign Vessels as happened to be in the British Islands when the Census was taken. These Foreign Vessels numbered 931, and their crews included 171 British Seamen.

The Seamen in Tables 23, 24, and 25 are not otherwise accounted for in the Tables of this Return.

HENRY N. MALAN.

Registrar-General of Shipping and Seamen.

September, 1902.

#### COMPARATIVE TABLE I.

#### VESSELS AND SEAMEN.

COMPARATIVE TABLE showing the NUMBER of SEAMEN employed on the 5th of April, 1891, the 25th of March, 1896, and 31st March, 1901, respectively, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894 (or Acts consolidated therein), in the BRITISH ISLANDS; also the NUMBER and NET TONNAGE of the VESSELS upon which the SEAMEN were employed on the 25th March, 1896, and the 31st March, 1901, and the Increase and Decrease in each Quinquennial Period Period.

	E	nployed on	the	01	886, + 1 1886, -	Er	aplo <b>yed</b> on t	ihe	(	nse, + or ase, —
	5th April, 1891.	25th March, 1896.	31st March, 1901.	From 1891 to 1896.	From 1896 to 1901.	5th April, 1891.	25th March, 1896.	31st March, 1901.	From 1891 to 1898.	From 1896 to 1901.
	;	т	rading Vess	els.			Fi	shing Vesse	ols.	
SAILING VESSELS.					   					
Number	• .	6,751	5,092		- 659	•	2,370	1,259	•	1,111
Net Tonnage	•	2,162,357	1,563,561	•	- 598,796	•	119,052	48,236		- 70,826
Seamen on Sailing Vessels:	į ·									
British	48,257	35,825	` 24,983	- 7,432	- 10,842	14,504	12,276	6,252	- 2,228	- 6,024
Foreign	9,312	9,868	7,890	+ 356	- 1,778	191	138	8	- 65	·- 198
Total	52,509	45,493	33,873	- 7,076	- 12,620	14,695	12,412	6,260	- 2,283	- 6,152
Stram Versels.										
Number	•	4,911	5,091	•	+ 180	•	763	1,465	••	··+ 702
Net Tonnage	•	5,203,100	6,382,471	•	+1,179,371	•	35,621	75,517	•	+ 39,896
Seamen on Steam Vessels:										
British	84,310	89,184	95,429	+ 4,847	+ 6,345	3,069	6,551	12,622	+ 3,482	+ 6,071
Foreign	14,572	17,778	24,724	+ 3,206	+ 6,946	67	178	620	+ 106	+ 447
Total	98.882	106,962	120,153	+ 8,080	+ 13,191	3,136	6,724	15,242	+ 8,588	+ 6,518
Sailing and Stram Vessels,										
Number	•	10,662	10,183	•	- 479	•	8,188	2,724	•	- 409
Net Tonnage	•	7,385,457	7,946,032	•	+ 580,575	•	154,673	123,743	•	30,930
Seamen on Sailing and Steam Vessels:									;	
British	127,567	125,009	120,412	- 2,558	- 4,597	17,573	18,827	18,874	+ 1,254	+ 47
Foreign	23,884	27,446	32,614	+ 3,562	+ 5,168	258	309	628	+ 51	+ 319
Total	151,451	152,455	153,026	+ 1,004	+ 571	17,831	19,136	19,502	+ 1,305	+ 366
Lescars .,	21,322	27,911	33,610	+ 6,589	+ 5,699	-	_	_	_	_
Grand Total	172,773	180,366	186,636	+ 7,593	+ 6,270	17,831	19,136	19,503	+ 1,305	+ 366

<sup>\*</sup> The figures for 1891 were not ascertained.

NOTE.—The above figures relating to Seamen only represent those who were actually under agreement on particular days, not all the Seamen required to man the vessels registered in the British Islands.

Seamen (other than Lascars) who were born at sea or whose birthplaces were not stated are included in this table as British.

## COMPARATIVE TABLE II.

#### RATINGS OF SEAMEN ON TRADING VESSELS.

COMPARATIVE TABLE showing the NUMBER of SEAMEN employed on the 5th April, 1891, the 25th March, 1896, and the 31st March, 1901, respectively, on SEA-GOING VESSELS (except YACHTS and FISHING VESSELS) registered under Part I. of the Merchant Shipping Act, 1894 (or Acts consolidated therein), in the British Islands; distinguishing the principal Ratings and showing in each case the Number and Percentage of Foreigners.

			On	Sailing	Vessels	i.			Or	Stear	n Vessel	8,		Q:	n Saili	ng and	l Steam	Vessels.	
		Coasting	and I	Home	Foreig	gn Tra	de.	Coasting T	and l	Home	Fore	lgn Trad	le.	Coasting T	and I	Home	Fore	ign Trad	le.
Rating.	-	Total.	Foreigners.	Percentage.	Total	Foreigners.	Percentage.	Total.	Foreigners.	Percentage.	Total.	Foreigners.	Percentage.	Total.	Foreigners.	Percentage.	Total.	Foreigners	Percentage.
Masters	1891 1896	5 389 4,281	14 16	·2	1,794 1,422	64 37	3·5 2·6	1,596 1,757	16 19	1.0	2,671 2,879	94 108	3·5 3·8	6,965 6,038	<b>3</b> 0 35	°4	4,465 4,301	158 145	3·5 3·4
(	1901	4,177 988	22 20	3.0	878 3,248	22 143	2·5	1,938	<b>22</b>	2.7	2,914 6,372	65 299	2.3	6,115 2,828	<del>44</del> 70	2.2	3,792 9,620	87 442	2·3 4·6
Mates	1896 1901	1,351 1,260	42 48	3.8 3.1	2,824 1,789	121 73	4·3 4·1	2,001 2,415	51 42	2·5 1·7	7,097 7,680	298 217	4·2 2·8	3,352 3,675	93 90	2:8 2:4	.9,9 <b>91</b> 9,469	419 290	4·2 3·1
Petty Officers	1891 1896	48 70	ō 3	10°4 4°3	2,792 2,520	809 889	29°0	· 796 871	71 114	13.I 8.8	5,140 5,736	1,345 1,661	26.1 28.8	844 941	76 117	9·0 12·4	7,932 8,256	2,154 2,540	27°2
(	1901	10,700	7 253	2.4	1,584	742 7,279	<b>39.</b> 0	931 5,313	149 354	6·7	6,034 18,437	2,249 5,436	37°3 29°5	998 16,013	156 807	3.8	7,618 37,103	<b>2,991</b> 12,715	39.3
Sailors {	1896 1901	7,833 6,792	337 678	10.0	15,862	7,217 5,646	45°5 53°3	5,094 6,094	385 805	6·8 18·2	18,495 20,105	6,377 7,564	34·5 39·6	13,527	722 1,483	5:3 11·5	34,357 30,905	13,610	39°6
Apprentices	1891 1896 1901	227 221 77	1	°4 °5 1°3	3,492 3,792 2,220	58 59	1.5 2.7	6 7 14	-	_	127 374 654	1 1 8	1·0 ·3 1·2	233 228 91	1 1	:4 ·4 1·1	3,619 4,166 2,874	59 67	1·4 2·3
Boys	1891	524 458	4 5	-7 1·1	607 526	54 91	8.9	318 295	2	-8	457 327	50 57	10.8	842 753	- <del>1</del>	·7 ·7	1,064	104	9.8
	1901	2771	9	8.8	278	66	28.7	317	3 23	.8	518 8,472	48	9.3	588	12 23	2.0	798	114	14.3
Engineers	1896 1901	_			-	_	_	2,965 3,422	35 41	1.3	9,5 <b>3</b> 0 10,402	212 258	2·2	2,965 3,422	35 41	1·2	9,530 10,402	212 258	2·3
Firemen and Trimmers.	1891 1896	_	1 1	_			_	4,207 4,568	134 152	3.3	17,258 17,727	3,224 4,160	18·7 23·5	4,207 4,568	134 153	3.3 3.3	17,258 17,727	3,224 4,160	18 <sup>.</sup> 7
Other Persons	1901 1891	=		_			=	4,956 494	450 26	9.1	20,392	7,050 440	34.6 16.5	4,956 494	450 26	9·1 5·2	20,392 2,711	7,050 440	34·6 16·2
in Engineers' Department.	1896 1901		_	_		_	_	612 687	26 70	10.2	3,259 3,764	1,120	20.1	612 667	26 70	10.2	3,259 3,764	1,120	20.1
Stewards, Cooks, Stewardsses, &c.	1891 1896 1901	939 896 918	32 51	2°3 3°6 5°6	2,611 2,238	584 <sub>.</sub> 565	25°4 26°0	1,652 2,038	75 124	3.6 3.7 5.2	13,111 14,290 17,977	1,487 1,773 2,586	11.3 12.4 14.4	2,591 2,934 3,301	107 175	3·2 3·6	15,722	2,071 2,338	13.2
Surgeons, Pursers, and	1891	299	— —	-	1,474 151 114	428 5 24	3.3	2,383 102 129	3 3	3.8 3.8	1,936	493 1,165	25·5 39·0	401 549	3 3	5'3 '7 '5	2,087 3,073	3,014 498 1,189	23·9 38·7
Others.	1901	179	2	1'1	74	18	24.3	468	4	.9	4,017 3,245	1,356 726	33.8	647	6	-9	4,091	1,374	33.6
Not stated	1896 1901	14	_	_ _	657 35	<b>23</b> 0 18	<b>35°0</b> 51°4	<u>-</u>	<u>-</u>	_ 	3,352 2,091	460 93	13·7 4·4	14 	_	- -	4,009 2,126	690 111	17·2 5·2
Total, except Lascars,	1891	19,094 15,544	319 436	1.8 5.8	33,475 29,949	8,993 9,232	26.8 30.8	18,945 20,997	739 860	3'9 4'1	79,937 88,025	13,833 16,918	17.3 19.7	33,039 36,481	1,068 1,296	2.8 3.5	113,412 115,974	22,826 26,150	20°1 22°5
Lascars	1901 1891 1896	13,741	818		93 36	7,072	37.0	23,605	1,710	- -	96,548 21,229 27,836	23,014 —		37,346	2,528 — —	6.8	21,322 27,872	30,096	26.0
(	1901	19,094	<u>-</u>	<u>-</u>	29	-	<u>-</u>	76 18,945	<u>-</u>	<u>-</u>	33,505 101.166		=	76 38,039	<u></u> -	_	33,534 134,734	<u>-</u> -	_
Total, including Lascars.	1896 1901	15,544 13,741	  -	  -	29,985 19,161	-	-	29,976 23,681	  -	_	113,861 130,053	-	  -	36,520 37,422	_	<u>-</u>	143,846 149,214	_	_

### COMPARATIVE TABLE III.

#### AGES OF SAILORS AND BOYS ON TRADING VESSELS.

COMPARATIVE TABLE showing the AGES of SAILORS (i.e., ABLE SEAMEN, SAILORS UNDEFINED, and ORDINARY SEAMEN) and BOYS employed on the 5th April, 1891, 25th March, 1896, and 31st March, 1901, respectively, on SEA-GOING VESSELS (except Yachts and Fishing Vessels), Registered under Part I. of the Merchant Shipping Act, 1894 (or Acts consolidated therein), in the British Islands; also showing the Increase (+) or Decrease (-) in each Quinquennial Period.

(Lascars are not included.)

						ÅĢī	E.				•	
	Nationality:	Under 18.	18 and under 20.	20 and under 25.	25 and under 30.	30 and under 35.	35 and under 40.	40 and under 45.	45 and under 50.	50 and up- wards,	Not stated.	Total.
Sailors and Boys employed on the 5th April, 1891.	British	•	009	10,949 3,807	7,207 3,563	5,00 <del>0</del> 2,144	3,707 1,364	2,845 948	2,339 631	2,401 345	124 160	41,590 13,432
	Total	7,	384	14,756	10,570	7,153	5,071	3,788	2,970	2,746	284	55,032
Sailors and Boys employed on the 25th March, 1898.	British	1,971	2,764 696	9,242 4,314	6,567 3,513	4,380 2,174	<b>3,2</b> 79	2,606 916	1,991	2,401	94	35,020 14,469
	Total	2,137	3,459	13,456	10,080	6,554	4,849	3,524	2,877	2,746	277	49,489
Sailors and Boys employed on the 31st March, 1901.	British	2,10 <b>3</b> 276	2,553 982	7,598 4,749	5,029 3,398	3,492 1,982	2,808 1,450	2,198 1,012	1,916 735	<b>2,180</b>	84 165	<b>29,96</b> 0 15,210
	Total	2,379	3,485	12,347	8,427	5,474	4,258	3,205	2,651	2,700	349	45,175
Increase (+) or Decrease (-),			·									
From 1891 to 1896 {	British	+	2,274 206	+ 407	+ 150	- <b>629</b> + <b>30</b>	- 428     + 206	- ±37 - 27	- <b>348</b> + <b>55</b>	+ 7	- 30 + 23	-6,570 +1.087
	Total	-	2,088	- 1,300	- 490	- 599	- 222	- 264	- 293	- 270	- 7	- 5,533
From 1896 to 1901	British	+ 132	- 211	- 1,644	- 1,538	- 888	- 471	- 415	- 75	- 221	- 10	-5,064
	Foreign Total	+ 110	+ 287	- 1,109	- 1,663	- 1,080	- 120	- 319	- 26	- 46	- 18	÷ 750

<sup>\*</sup> A column for "Sailors underfined" is introduced in the rating tables next to the A.B. column, "Sailor" being the rating accorded to a considerable number of Seamen in the coasting trade. It is evident from the ages and wages of the men so rated that they are for the most part of the same class as those described as A.B.'s, and they were, if the wages and ages justified it, so recorded in 1891, those not receiving an A.B.'s rate of wages being classified as Ordinary Seamen. But for 1896 it was thought better to follow precisely the rating given upon the Agreement or list of crew, and the "Sailor undefined" column was inserted. As the large majority of men in this rating are British, the alteration in classification affects the percentage of foreigners in the A.B. and Ordinary Seamen ratings, and the true basis of comparison of the percentage of foreigners in these ratings in the years 1891 and 1896 is obtained by taking the aggregate of the columns headed "Sailors" as shown in the tables.

## COMPARATIVE TABLE IV.

### VESSELS REGISTERED COMPARED WITH VESSELS EMPLOYED AT SEA.

COMPARATIVE TABLE showing the Number and Net Tonnage of Vessels registered under Part I. of the Merchant Shipping Act, 1894 (or Acts consolidated therein), in the British Islands, on the register on the 31st December of the years 1891, 1896, and 1901 respectively; distinguishing those which were employed at sea, otherwise than as Yachts, at some time during the respective years, and showing the Average Number and Tonnage of the Vessels employed on the 15th day of March, June, September, and December in each of these years.

	Number		1891.			1596.			1901.	
Trade.	or Net Tonnage.	Sail.	Steam.	Total	Sail.	Steam.	Total	Sail.	Steam.	Total.
		Vesse	s on the	register o ent of the	n the 31st Navigation	December and Shipp	or. (Tables ing of the	44 and 4 United Kin	8 of the 2 gdom.)	innual
Vessels registered under Part I. of the Merchant Shipping Act, 1894 (Trading Vessels).	Number Net Tonnage	10,512 2,808,568	7,164 5, <b>282,26</b> 6	17,876 8,090,834	9,516 2, <b>608,6</b> 50	7,618 6,242,108	17,134 8,845,758	8,933 1,931,329	7,881 7,587,323	16,814 9,468,653
Vessels registered under both Parts I (and IV. of the Merchant Shipping Act, 1894 (Fishing Vessels).*	Number Net Tonnage	3,311 163,525	556 <b>24,</b> 938	3,867 188,463	. 2,758 <b>182,82</b> 6	904 42,198	3,662 174,534	1,639 59,298	1,603 80,470	3,242 139,768
Total (Trading and Fishing Vessels) {	Number Net Tonnage	13,823 2,972,098	7,720 5,307,204	21,543 8,279,297	12,274 2,735,976	8,522 6,284,306	20,796 9,020,282	10,572 1,990,627	9,484 7,617,793	20,05 <b>6</b> 9,608,420
		and o	n the reg	ister at t	he end of	than as I the year of the Unit	(Tables	<b>48 to 5</b> 0 o	ne during the Anni	the year
Home Trade, including Coasting	Number Net Tonnage	5,338 379,408	1,652 <b>321,1</b> 79	<b>6,99</b> 0 700,587	<b>4,32</b> 8 310,120	1,822 369,789	6,150 679,909	4,270 290,193	1,958 398,493	6,228 688,69 <b>6</b>
Partly in the Home and partly in the Foreign Trade.	Number Net Tonnage	304 38,428	281 164,769	586 203,197	218 24,451	287 229,443	505 253,894	124 13,683	278 231,161	402 244,844
Foreign Trade	Number Net Tonnage	2,021 2,165,007	3,474 4,630,811	5,407 5,116,759	1,584 2,039,822	3,525 5,448,763	5,109 7,488,585	973 1,380,066	3,501 6,728,766	4,474 8,108,832
Total Trading	Number Net Tonnage	7, <del>668</del> 2,582,843	5,407 5,116,759	13,070 7,699,602	6,180 2,374,893	5,684 6,047,995	11,764 8, <b>422,38</b> 8	5,367 1,688,942	5,787 7,358,420	11,104 9,042,362
Fishing	Number Net Tonnage	3,060 156,197	505 23,478	3,565 179,675	2,574 125,513	883 41.755	3,457 167,268	1,444 54,114	1,564 79,454	3,006 133,568
Total Trading and Fishing {	Number Net Tonnage	10,723 2,739,040	5,912 5,140,237	16,635 7,879,277	8,704 2,499,906	6,517 6,089,750	15,221 8,589,656	6,811 1,738,056	7,301 7,437,874	14,11 <b>3</b> 9,175,930
		on the	15th day 57 of the	of March	h. June. Se	eptember.	and Dece	mber in	rise than seach year. Ding of th	. (Tables)
Home Trade, including Coasting {	Number Net Tonnage	5,203 380,213	1,598 352,885	6,801 733,098	4,230 307,545	1,752 380,314	5,982 687,859	4,044 282,033	1,886 429,021	5,930 711,064
Foreign Trade	Number Net Tonnage	1,895 1,915,795	3,120 3,994,556	5,015 5,910,351	1,543 1,911,418	3,316 <b>4,904,32</b> 4	4,859 8,905,742	941 1,270,423	3,265 6,091,144	4;206 7,861.567
Total	Number Net Tonnage	7,098 <b>2,296,</b> 006	4,718 4,347,441	11,816 6,648,449	5,773 2,218,963	5,068 5,374,638	10,841 7,598, <b>8</b> 01	4,985 1,552,456	5,151 <b>6,52</b> 0,165	10,1 <b>36</b> 8,072,621
Fishing	Number Net Tonnage	2,794 146,848	418 19,113	3,212 165,961	2,270 112,928	804 37,761	3,074 150,689	1,250 47,522	1,386 70,227	2,636 117,749
Total Trading and Fishing {	Number Net Tonnage	9,892 2,442,856	5,136 4,366,554	15,028 6,809,410	8,043 2,331,891	5,872 5,41 <b>2,39</b> 9	13,915 7,744,290	<b>6,23</b> 5 <b>159,</b> 978	6,536 6,590, <b>3</b> 92	12,771 8,190,370

<sup>•</sup> See note on page v.

# VESSELS AND SEAMEN.

TABLE showing the NUMBER of SHAMEN (distinguishing Foreign Seamen and Lascars) employed on the 31st March, 1901, on sea-going Vessells (except Yachus) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands, and the NUMBER and Tonnage of the Vessells and the Districts to or from which they were trading.

	_	Salli	Sailing Vessels.				Stee	Steam Vessels.					Total.		
Trade.	No. of	Net	ž	No. of Seamen.	, a	No. of	Net	ž	No. of Seamen.		No. of	Net	<b>Z</b>	No. of Seamen.	ď
	Vessels.	Tonnage	Total.	Foreign.	Lascara.	Vessels.	Tonnage.	Total	Foreign.	Lascars.	Vessels.	Tonnage.	Total	Foreign.	Lascars.
Africa (West Coant)	64	3,065	ŝţ	21	1	73	86,709	2,232	430	1	92	88,774	2,375	79	1
of British	88	3,242	182	22	i	\$	194,947	3,480	98	ı	117	188,189	3,612	88	1
America, East Coast of South	<b>3</b>	35,849	636	210	ı	320	627,676	10,823	2,716	7	388	663,525	11,469	2,925	41
Australia	391	575,371	8,917	2,945	ı	981	567,500	12,844	1,580	2,462	290	1,142,871	21,561	4,526	2,462
Baltic	ιÀ	1,893	\$	15	ı	97	115,032	2,713	721	1	35	116,925	2,757	736	ı
Cape of Good Hope	#	54,745	1,023	88	ı	147	437,091	10,931	1,183	798	181	491,836	11,954	1,561	298
China and Japan	19	102,216	1,306	909	1	27.6	588,137	14,744	1237	9226	327	690,353	16,050	1,837	923'6
East Indies	\$	56,459	913	303	88	453	988,215	29,641	1,748	20,243	483	1,064,674	30,554	3,050	20,271
France, Spain and Portugal	22	1,786	101	17	ı	165	122,966	2,846	621	11	186	124,741	2,947	838	14
Mediterranean	18	2,102	108	13	ı	226	727,640	12,988	4,035	156	577	729,742	13,096	4,048	156
Pacific, North	126	237,077	3,360	1,523	i	25	42,596	296 86	<b>2</b>	26	921	279,672	<b>4.8</b> 12	2,074	88
Pacific, South	1.6	133,399	1,970	773	~	97	81,112	1,781	744	1	143	214,511	3,751	1,516	1
United States of America (East Coast)	22	38,087	986	292	ı	109	1,176,950	888'08	5,756	283	223	1,215,037	21,424	6.013	283
West Indies	91	2,406	គួ	14	1	88	150,564	3,390	1,019	27	106	152,969	3,462	1,033	22
Total Foreign Trade	188	1,247,695	19,161	7,072	88	3,131	5,916,124	130,063	23,014	33,505	4,028	7,163,819	149,214	30,086	33,584
Coasting Trade	3,885	275,056	12,222	920	ŀ	1,490	262,668	15,938	281	92	5,355	527,724	28,160	1,151	76
Home Trade	330	40,810	912,1	248	ı	470	213,679	7,743	1,129	ı	800	254,489	8,282	1,377	I
Total Trading	5,092	1,563,581	32,902	7,890	R	6,091	6,382,471	153,734	24,724	183,581	10,183	7,946,032	186,636	32.614	33,610
Fishing* ••	1,269	48,226	09819	••	ı	1,465	716,517	18,242	<b>6</b> 30	ı	2,724	123,743	19,502	623	ı
Total Trading and Fishing	6,361	1,611,787	39,162	7,888	\$3	995'9	6,467,988	166,976	26,344	33,581	12,907	8,069,775	206,138	33,242	33,610

1.

NOTE.—These figures as regards seamen only represent those who were actually under agreement on the Bist March, 1901, not the whole body of seamen required to man the vessels registered in the British Islands.

TABLE showing the RATINGS of the Sin the BRITISH ISLANDS, distinguishing the

TABLE BROWING UNC IVATINGS OF W	-	и ше							8 011
	rg.								
Trade.		Trimmers.		Donkeymen.		Oilmen and Grea-ers,		Other Per-ons in Engineers' Department	
		Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.
On Sailing Vessels.		1							
Seamen other than Lascars—									
Coasting Trade	3,96	_	-	1	1	_	_	_	-
Percentages	31	-	-	_	100.0	_	-	_	-
Percentages			_	_	_	_	_	_	
Foreign Trade	87		_			_	_	_	
Percentages	_	_	_	_	_	_	l _ l		_
Total Trading	5,05			-	-		_		;
Percentages		_	_		100.0		_	_	_
	i								
Walter	ا. ا								
Fishing	1,26	-	-	-	-	-	-	-	-
Percentages*	6,31			<u> </u>	<u> </u>				
Percentages	- O-3	_	-	1	1	-	-	-	-
Lascars		_			100.0		_	<u> </u>	
Total on Sailing Vessels	6.31			- 1	_		=	<del>-</del>	╬═╢
ON STEAM VESSELS.	<del></del>			<u> </u>	-		<u> </u>	<del>-</del>	
Seamen other than Lascars—									
Coasting Trade	1,48	137	2	225	19	60	_	143	1
Percentages	_		1.2	_	8.4	_	_		.,
Home Trade, exclusive of Coasting	44	50	4	191	47	37	3	11	_
Percentages	-	_	8.0	_	24.6	_	8.1	_	_
Foreign Trade	2,91	2,916	529	2,081	815	1,223	247	460	58
Percentages	-	_	18.1	_	39.1	_	80.8	_	12.6
Total Trading	4,8	3,103	535	2,497	168	1,320	250	614	59
Percentages*	-	- 1	17.8	_	85.8	_	19.0	_	0.6
		Foreigne	Total 4,431			Foreigners 1,190			
Fishing	1,4	750	29.6						"
Percentages	_		6.6						
Total Trading and Fishing	6,30	3,893	587		<u>"</u>	4,431		, 1	.190
Percentages	_	_	15.1		77	-,	· '	•	56.8
Lascars	- <b> </b>	133		" 1,696					
Total on Steam Vessels	6,30	778	, 6,1:27						
On Sailing and Steam Vessels.									
Seamen other than Lascars—			•						j
Coasting	5,35	137	2	226	20	60	¦ -	143	1
Percentages	-	_	1.2	_	9.3	-	-	-	'7
Home Trade, exclusive of Coasting	76	50	4	191	47	37	3	11	-
Percentages		-	8.0	-	21.6		8.1	-	-
Foreign Trade	3.78	2,916	529	2,081	815	1,223	247	460	58
Percentages			18.1	_	39.8	-	50.8		18.6
Percentages	9,90	3,103	535	2,498	882	1,320	260	614	50
To compayed		Poma'=	7 500		85°3	4.000	18.9		9.6
		Foreigners 7,500		Total 4,432			Foreigners 1,191 26.9		
Fishingt	2,70	790	52				•		1
Percentages			8.8		-				
Total Trading and Fishing	12,61	3,893	587		,,	4,4:2		-	1,191
Percentages	-	<u> </u>	15.1	<u> </u>				<u>.                                    </u>	86.8
Total		133	نـــــ	<b> </b>	,,	1,696			
Total	13,61	176		1		6,128			- [

agaged in the Coasting, Home, Foreign, and Fishing Trades, and (except as regards Lascars) the Foreign Seamen.

Surgeon	D8.	Purs		Stewa		Stewar &c	desses,	Cattle	men.	Pilo	its.	Oth Pers	er ons.		ting tated.	Tot	al.	Trade.
Total.	Foreignera.	Total	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	
	Ī									-								On Sailing Vessels.
II_	_	_	_	754	36	_	_	_	_	174	_	4	ì	_	_	12,223	570	Seamen other than Loscars— Coasting Trade.
	_	_	_	_	1.6	_	_	_	_	_		_	25.0		_	_	4.7	Percentages.
- -	-	-	_	163	16	. 1	_	_	_	-	_	-	_	-	_	1,519	248	Home Trade, exclusive of Coasting.
- -	-	-	-	-	9.8	-	-	-	-	-	-	-	_	-	÷	-	16.3	Percentages.
] 2 -	-	15	-	1,451	425	23	8	1	-	1	-	55	18	35	18	19,132	7,072	Foreign Trade.
<b> </b>	_				29.3	_	18.0						32.7	_	51.4		87.0	Percentages.*
	-	15	_	2,368	476	24	19·5	1	_	175		59	19	<b>3</b> 5	18	32,873	7,890	Total Trading.
- -	1	_	_	-	80.1	-	130.9	1	_	_	_		<b>8</b> 1.0	_	51°4	-	84.0	Percentages.
	1																	
-  -	- [	-	-	366	1	-	-		-	-	-	-	-	-	-	6,260	8	Fishing.†
<u></u>	- -				.8												.1	Percentages.
1 -	-	15	-	2,734	477	24	3	1	-	175		59	19	35	18	39,133	7,898	Total Trading and Fishing.
		_	_	28	17.4	_	18.6	_	_	_	-	_	<b>8</b> 1.0	_	51.4	29	80.8	Percentages.  Lascara,
-	-	15	_	2.762	_	24	_			175		59	_	85		39,162	_	Total on Sailing Vessels.
!	-				-			_ <del>-</del> -	_									
1	1	1																ON STEAM VESSELS. Seamen other than Lascars—
3 -	-	45	_	1,347	87	141	1	41	-	286	-	76	2	_	-	15,862	581	Coasting Trade.
-	-	-	-	_	2.4	-	٠,	-	-	-	_	-	8.6	-	-	-	8.4	Percentages.
2 -	-	7	2	798	82	97	4	1	-	5	-	2	-	-	-	7,743	1,129	Home Trade, exclusive of Coasting.
		-	28.6	-	10.8	-	4.1	-	_	-	_	_	_	_	_	-	14.6	Percentages.
1	39	769	108	17,411	2,554	586	32	1,958	1,002	1	_	949	207	2,091	93	96,548	23,014	Foreign Trade.
- 10°	╬┼	821	110	lv.556	2,673	804	5·7 37	1,980	1,002	292		1.027	200	2,091	93	120,153	28.8	Percentages.  Total Trading.
- 10		_	18.4	-	13.7	-	4.6	-	50.6	_	_		20.4		4.4		20.6	Percentages.
	ı	- 1																•
-   -		_	_	1,342	103 7°7	-	_	_	_	_	1 1	9	22.2 2	-	_	13,242	620 4·7	Fishingt.  Percentages.
36 3	- -	621	110	20,898	2,776	804	37	1,980	1,002	292	_	1,036	211	2,091	93	133,396	25,344	Total Trading and Fishing.
- 10	- 1	_	13.4		18.8	_	1.6		50.6		_		80.4	-	4.4	_	19.0	Percentages.
	.	_	_	7,044	_	_	_	_	_	_	_		_		_	33,581	_	Lascars.
35 -	-	821	_	27,943	_	804	-	1,980	_	2/2	_	1,036	_	2,091	=	166,976	_	Total on Steam Vessels.
	_																	On Sailing and Steam Vessels.
																		Seamen other than Lascars—
3   -	- 1	45	-	2,101	72	141	1	41	-	460	-	80	8	-	-	28,084	1,15	Coasting.
- ! -	- 1		_		8.4		.4	-,	-	-	-	- ·	8.4	-	-	-	4.1	Percentages.
3 - -   _		7	28.6	961	10.8	98	41	1	_	_ 5	<del>-</del>		_	<del>-</del>	_	9,263	1,577	Home Trade, exclusive of Coasting.  Percentages.
362 3	39	784	108	18,882	2,979	589	35	1,939	1,002	2	_	1,004	225	2,126	111	115,680	30,086	Foreign Trade.
- 10	- (		13.8		15.8		2.8		51.7		_		29'4	_	2.5		26.0	Percentages.
	<u>.</u>	836	110	21,924	3,149	828	40	1,981	1,002	487	_	1,086	228	2,126	111	153,026	32,614	Total Trading.
- 10	ا ه	_	13.8	_	14.4	_	4.8	-	50.8	-	-	-	50.8	_	2.8	_	21.3	Percentages.
	1					ļ	-	l	-			ł			-	1		no gardent for a
- , -	.	_	_	1,708	104	_	_	_	_	_	_	,	2	_	_	19,502	628	Fishing.†
		_	_	. 4,700	6.1	l _	_	_	-	_ ·	_		85.8	<b> </b> _	_		3.8	Percentages,
¥ :	39	836	110	23,632	3,253	826	40	1,981	1,002	467	_	1,095	230	2,126	111	172,528	33,342	Total Trading and Fishing.
- 10	٠,	_	18.8	_	18.8	_	1.8	_	50.8	-	-	-	81.0	-	2.5	_	19.3	Percentages •
1:	- ]		_	7,672	_	L-		L-	_		_	<u> </u>	_	_	-	33,610		Lascars.
37	-	836	-	30,704	=	828	-	1,981	-	467	-	1,096	=	2,126	-	206,138	_	Total.
			1			l	1	<u>1</u>	1	<u> </u>		<u> </u>		1		1		

**TABLE** 

#### AGES IN EACH TRADE

TABLE showing the AGES of SEAMEN employed on the 31st March, 1901, on SEA-GOING VESSELS 'except those engaged in the Coasting, Home, Foreign, and Fishing

			;									Lge.	<del></del>							
	Und 15.		15-	-	16-	-	17-	_	18	_	19	_	20-	-	25-	-	30-	_	36-	-
Trade.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreignera.	Total.	Foreigners.	Total.	Foreigners.	Totsl.	Foreigners.	Total.	Foreigners.	Total.	Poreigners.	Total.	Foreigners.	Total.	Foreigners.
On Sailing Vessels. Seamen other than Lascars—																				
Coasting Trade	49	-	122	1	264	6	377	23	552	51	620	70	2,356	213	1,589	78	1,249	43	1,016	26
Home Trade, exclu- sive of Coasting. Foreign Trade	12 55	7	15	26	41	35	72	13 99	80	15	985 985	20 250	3 15 5,232	2,294	3,020	1,427	1,828	787	135	631
Total Trade	116	8	325	30	780	47	1,176	135	1.526	234	1.890	340	7,933	2,588	4,799	1,540	3,261	858	2,716	689
Fishing*	40	_	75	_	263	_	289	_	247	_	262	1	1,2:32	1	962	1	764	3	595	1
Total Trading and Fishing.	156	8	400	30	1,025	47	1,415	135	1,773	234	1,942	341	9,155	2,589	5,761	1,541	4,015	860	3,311	670
Lascare	-	-	-	-	-	-	_	_	-	-	-	-		-	-		_	-	_	-
Total on Sailing Vossels.	·156	<u>-</u>	400	_	1,023	_	1,445	_	1,773	-	1,942		9,155		5,761		4,015	_	3,311	_
ON STEAM VESSELS. Seamen other than Lascars—																				
Coasting Trade	29	-	56	-	137	1	180	-	230	8	249	6	1,797	82	2,303	91	2,348	102	2,172	84
Home Trade, exclusive of Coasting.	16	1	27	24	848	4	60	2	83	8	106	16	891	172	1,254	233	1,252	194	1,163	167
Foreign Trade Total Trading	108	12	407	24	1,037	71 76	1,132	134	2,034	305	2,176 2,5 <b>3</b> 1	472	20,955	5,238	21,145	5,567	15,788	4,016	11,611	2,728
Fishing*.	9	_	34	_	115	1	201	4	342	16	374	83	2,613	154	2,519	111	2,266	94	1,970	80
Total Trading and	180	13	524	24	1,152	77	1,573	140	2,376	321	2,905	527	26,256	5,646	27,221	5,992	21,654	4,406	16,916	5,059
Fishing.	_	_	-	_	_	_	_	_	-	_	_	-	_	-	-	_	-	_	_	-
Total on Steam Vessels:	160	-	524	_	1,152	_	1,573	_	2,376	_	<b>3,90</b> 5	_	26,256	_	27,221	_	21,654	_	16,916	_
On Sailing and Steam Vessels. Seamen other than																				
Lascars— Coasting Trade	78	_	178	1	401	7	557	23	782	54 .	869	76	4,153	295	3,892	167	3,597	145	3,188	110
Home Trade, exclu- sive of Coasting.	28	2	42	3	93	10	132	15	163	21	191	36	1,286	253	1,444	270	1,426	222	1,298	179
Foreign Trade	161	19	596	50	1,303	108	1.859	233	2,615	464	3.161	722	26,187	7,532	24,165	6,984	17,616	4,803	13,176	3,359
Total Trading	267	21	815	54	1,797	123	2,548	271	3,560	539	4,321	834	31,576	8,080	29,501	7,421	22,639	5,170	17,662	3,648
Fishing*	49	_	109	<u>-</u>	378	1	470	4	589	16	626	34	3,835	155	3,481	112	3,080	96	2,565	81
Total Trading and Fishing.	316	21	924	54	2,175	124	3,018	275	4,149	555	14,847	868	35,411	8,235	32,982	7,533	25,669	5,266	20,287	3,729
Lascars		<u>-</u>	<u> </u>	_	_	_	_		_	_	-	_		_		_		<u> </u>		_
Total on Sailing and Steam Vessels	316	-	934	-	2,175	-	3.018	-	4,149	-	4,847	-	35,411	-	32,982	-	25,669	-	20,227	-

NOTE,—These figures only represent the Seamen actually under agreement on the 31st March, 1801,

\* Vessels registered under both Parts L and IV. of

#### (DISTINGUISHING FOREIGNERS).

YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands, distinguishing Trades, and (except as regards Lascars) the FOREIGN SEAMEN.

											Age,							
	J.	Tota	uted.	Not s	und ards.	70 s upw		65	-	60	-	55	-	50-	-	45-	-	40-
Trade.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners	Total.
On SAILING VESSE Seamen other th Lascars— Coasting Trade,	<b>5</b> 70	12,222	1	41	1	86	3	190	1	439	5	571	10	847	18	930	22	924
Home Trade, exc	248	1,519	2	7	_	4		10	1	29	2	45	7	85	11	กา	9	99
sive of Coasting. Foreign Trade.	7,072	19,132	29	87	2	7	7	32	35	141	104	443	262	834	395	1,232	514	1,407
Total Trading.	7,890	32,873	82	135	3	07	10	232	37	809	111	1,059	279	1,766	424	2,263	545	2,430
Fishing.	8	<b>6,26</b> 0	_	14	_	11	_	36	_	107	_	186	2	<b>26</b> 7	-	370	_	580
Total Trading a Fishing.	7,898	39,133	32	149	3	108	10	268	37	716	111	1,245	281	2,033	424	2,623	545	3,010
Lascars,	-	29	-	29	-			_	_	-	_	_	-	-	-	-	-	-
Total on Sail: Vessels.	-	\$9,162	-	178	-	108	_	268		716	_	1,245	_	2,033	-	2,623	-	3,010
On STEAM VESSEI Seamen other th Lascars— Coasting Trade.	581	. 15,862	1	302		58	1	142	8	385	20	779	41	1,283	61	1,585	77	1,827
Home Trade, exc	1,129	7,743	1	11	1	9	1	58	10	144	31	323	75	607	95	<b>7</b> 71	120	936
sive of Coasting. Foreign Trade.	23,014	96,548	604	2,672	3	9	15	78	65	398	204	1,162	526	2,942	1,213	5,471	1,836	7,927
Total Trading.	24,724	120,153	606	2,985	4	76	17	258	83	927	255	2,264	645	4,832	1,369	7,827	2,033	10,690
Fishing.	620	13 242	-	30	-	6	-	8	2	86	5	183	18	300	39	<i>7</i> 78	62	1,338
Total Trading a	25,344	133,395	607	3,015	4	82	17	266	85	993	260	2,447	663	5,222	1,408	8,605	2,093	12,0 <b>3</b> 8
Lascars.	-	33,581	-	<b>33,</b> 581	-	-	-	-	-	-	-	-	-	-	-	-	_	-
Total on Stee Vessels.	-	166,976	_	36,596	-	82		266	-	993	-	2,447	-	ō, <b>22</b> 2	_	<b>8,80</b> 5	_	12,028
ON SAILING AND STRAM VESSELS. Seamen other the Lascars— Coasting Trade,	1,151	28,084	2	<b>343</b>	1	144	4	332	9	824	25	1,350	54	2,130	79	2,515	99	2,751
Home Trade, exc	1,377	9,262	8	18	1	13	1	48	11	173	33	368	82	692	106	862	129	1,035
sive of Coasting  Foreign Trade.	30,086	115,680	633	2,750	5	16	22	110	100	539	308	1,605	788	3.776	1.608	6,703	2,350	9,334
Total Trading.	32,614	153,026	638	8,120	7	173	27	490	120	1,536	366	3,323	924	6,598	1,793	10,080	2,578	13,120
Fishing.	628	19,502	1	44	-	17	_	44	2	173	5	869	20	657	39	1,148	62	1,918
Total Trading a	83,942	172,528	639	3,161	7	190	27	534	122	1,709	371	3,692	941	7,255	1,832	11,228	2,640	15,038
Lascars.	_	33,610	-	33,610	-	-	_	_	-	-	-	٠-	_	-	-	-	-	-
Total on Sailing a Steam Vessels.		206,138	_	36,774		190		534	_	1,709		3,692	_	7,255	_	11,228	_	15,038

not the whole body of Seamen required to man the vessels registered in the British Islands. the Merchant Shipping Act, 1894. See note on page v.

12368

										SEA	MEN on V	ESSRL8
						ź	pi.	£ 5		Sailora.		
Nationality.	Masters.	Mates	Bostswains,	Oarpenters.	Sailmakers.	Quarter-Mastera	Lamp-trimmers	Other Petty Officers.	Abie Seamen.	Sailors undefined.	Ordinary Seamen.	Apprentices.
England and Wales	6,977 1,534 731 137 66	8,438 2,467 1,007 157 91	1,171 392 304 36 21	780 613 149 21 13	137 136 24 9	489 209 123 10	292 97 62 9 8	26 9 1 1	11,418 3,727 3,633 376 358	2,732 516 447 22 23	2,264 462 388 82 16	2,290 340 136 13 7
Total British Islands	9,445	12,160	1,924	1,576	305	840	468	37	19,512	3,690	3,312	2,786
"British" not otherwise defined	151	156	10	18		11	1	_	167	7	32	13
Australia Canada India Malta Mauritius New foundland New Zealand West Indies (British) Other Colonies	23 101 8 - 10 4 13 10	50 162 69 7 5 15 50 83 21	16 42 2 2 1 16 3 15	9 31 8 1 1 3 19 5	1 4 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	6 10 4 - 4 2 8 4	10 	1 3 - - - - 2	227 351 48 42 60 161 107 517	5 11 - - - 2 2 3	119 37 24 1 9 19 50 77	21 6 39 4 -1 1 6 3
Total Colonies	169	412	102	77	12	38	37	6	1,656	23	353	90
Austria Belgium Denmark France Germany Greece Holland Italy Norway Portugal Russia Spain Sweden Turkey Other European Countries	4 1 25 25 30 1 3 1 33 - 2 17 - 17	2 6 47 10 61 10 5 72 1 18 4 80 1	14 6 48 8 130 47 52 39 122 3 89 13 189 12 3	17 12 88 3 201 39 31 22 318 4 300 19 448 11 4	1 11 113 52 19 5 83 2 18 -62	2 3 5 -26 5 10 17 31 1 9 9 54 4	7 4 21 2 3 31 13 4 15 40 3 8 76	-1 -2 -1 -3 -1 -1 -1 3	235 231 863 328 1,576 664 450 646 2,496 2,496 2,222 206 3,348 99	1 1 6 2 11 - 1 - 11 - 11 - 4 15 -	12 71 72 14 18:2 16 23 28 102 4 107 15 143 4	28 8 7 1 2 2 1 1 1 1 2 2 2 1
Total European Countries :.	120	322	705	1,517	209	169	252	12	12,535	53	807	53
Chili Peru United States of America Other American Countries		-2 40 7	3 2 69 11	3 2 16 5	_ _ 5 3	24 2 16 6	2 1 11 2	- 1 - 1	211 31 812 199	- 6 1	20 1 137 36	- 2 5 7
Total American Countries	9	49	86	28	8	48	16	3	1,263	7	194	14
China	=	=_1	- <sup>9</sup>	8 6 1	Ξ	18	= 2	=	78 50 21	= 7	Ξ	-
Total Asiatic Countries	_	1	13	15	_	20	2	_	149	7		
Egypt Other parts of Africa (not British) Polynesia "Foreign" not otherwise defined	= 2	- 1 1	- 2 - 3		=		=======================================	Ξ	63 6 4	=======================================		_ 1 = 1
Total Foreign Countries	131	880	814	1,568	217	263	270	15	14,010	67	1,018	68
Born at sea	3 8	31 5	2 2	-1	=	_ 1	=	-1	10 <b>52</b>	1	1	3 5
Total (exclusive of Lascars)	9,907	13,144	2,864	3,240	534	1,153	776	59	35,387	3,789	4,615	2,965
Lascars		-	<b> </b>		2,	380			<b> </b>	9,329		
Grand Total	9,907	13,144	<u></u>		10,	996			<u> </u>	53,120		2,965
British Islands "British" not otherwise defined Colonies Total Foreign Countries Born at sea	95°3 1°5 1°7 1°3	92.2 1.2 3.1 2.9	67°4 °4 3°6 28°5	48°6 °6 2°4 48°4 °08	57·1 2·2 40·6	72.9 1.0 3.3 22.7	60°5 11 4°8 34°8 —	63°7 10°8 26°4 1°7	56 1 -5 4 7 39 6	97:3 -2 -6 1:8	69°6 '.7 7'.7 21°9	93°9 °4 3°1 2°3 °3
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
12368	<u> </u>		L		L	l	<u></u>	<u> </u>	<u> </u>			

NA RATINGS of SEAMEN employed on the 31s

		28		1	Ę			
Hoys.	Engineers.	Firemen, or Fire- men and Trim- mers.	Trimmers	Donkeymen.	Oilmen and Greasers.	Total.	Grand Total.	Nationality.
964 126 94 14 3	8,741 4,074 663 21 60	9,558 2,167 2,590 36 62	1,771 237 336 2	1,625 249 242 9 6	737 88 197 5 6	16,042 1,929 783 18 24	92,134 22,576 13,382 1,169 875	England and Wales, Scotland, Ireland, Channel Islands, Isle of Man,
,191 1	13,159	14,413	2,348	1,531	1,033	18,796	129,936	Total British Islands.
9	124	97	8	4	3	13	2,984	"British" not otherwise defined
21 5 3 1 3 2 13 6	46 51 41 6 3 9 55 9	57 79 30 101 4 23 26 221 201	36 6 9 3  6 39 50 64	9 6 19 2 3 7 21 12	5 4 1 1 - 1 9 7 5	10 9 8 3 - 6 22 17 3	934 1,170 440 270 126 830 447 1,527	Australia. Canada. India. Malta. Mauritius. Newfoundland. New Zealand. West Indies (British). Other Colonies.
67	238	742	215	79	33	57	5,960	Total Colonies.
1 1 1 3 6 5 3 2 1	10 7 14 11 51 52 6 10 26 1 2 10 46 8	153 253 191 96 1,630 617 317 328 381 142 148 540 900 208	5 45 6 4 73 14 9 76 19 14 16 27 27 2	20 19 40 11 195 107 33 30 43 15 19 66 168 33	3 29 29 22 58 5 10 17 10 1 3 55 	7 11 190 6 104 1 21 4 86 - 18 3 119 - 6	621 963 1,778 669 5,214 1,728 1,222 1,556 3,965 2,030 6,118 429 214	Austria. Belgium. Denmark. France. Germany. Greece. Holland. Italy. Norway. Portugal. Russia. Spain. Sweden. Turkey. Other European Countries.
87	238	6,084	406	812	204	575	27,912	Total European Countries.
8 5 13 4	5 5 38 8	109 43 277 103	28 18 36 13	6 8 33 4	6 1 27 2	- - 44 6	632 204 2,792 524	Chili. Peru. United States of America. Other American Countries.
30		532	95	51	36	50	4,152	Total American Countries.
3 1 3	_ 1 	148 27 14			9 1	111	469 131 57	China. Japan. Other Asiatic Countries.
7   	1	189		11	10	_	667	Total Asiatic Countries.
2		137 43 —	16 7 -		- - -	_ 8 	832 71 6 112	Egypt. Other parts of Africa (not British). Polynesia. "Foreign" not otherwise defined.
126	299	6,965	535	862	250	628	33,242	Total Foreign Countries.
1	77	28	_ 1	1 1	_ 1	1 7	78 388	Born at Sea. Not stated.
384	13,824	22,245	3,103	2,498	1,320	19,502	172,528	Total (exclusive of Lascars).
-		18,1		<u> </u>	1,696		<b>33,6</b> 10	Lascars.
384	13,824	38,4	81	•	6,128	19,502	206,138	Grand Total.
					Percenta			
9.1 9.1	96:2 1:6 2:3 1	64:8 -4 3:3 51:3	75.7 2 6.9 17.2	61.3 3.3 36.3	78'3 2'5 18'9	96'4 '1 '3 3'2	75:3 1:7 3:4 19:3	British Islands.  "British" not otherwise defined. Colonies. Total Foreign Countries. (Born at sea. ) Not stated.
0.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	Total.

TABLE
NATIONALITIES
TABLE showing the NATIONALITIES and AGES of SEAMEN employed on the 31st March, 1901, on BRITISH

					•					Age	9.								
Nationality.	Tindon	1			$\overline{}$	- 1		<del></del> 1	<del></del>					<del></del>			70 and	Not	Total
	Under 15-	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	56-	60-	65 -	up- wards.		Trading.
	SI	LAM	EN on	VESSI	LS re	ristore	d und	er Par	t I. of	the l	Merch	ant Sh	ipping	Act,	1894, 0	only	(Tradir	ıg Vessel	я).
England and Wales	196	624	1,316	1,721	2,264	2,489	15,723	13 066	11,044	8,648	6,184	4,960	3,439	1,830	928	298	115	62	76,092
Scotland	16	61	197	281	345	363	3,585	3,994	3,169	2,585	1,957	1,662	1,165	644	271	103	36	11	20,447
Ireland	17	39	80	113	181	203	2,227	2,390	1,976	1,719	1,300	1,048	698	315	160	42	12	19	12,599
Channel Islands	5	7	13	34	29	26	173	169	137	155	144	128	71	41	13	5	1	-	1,151
Isle of Man	1	1	6	10	17	7	126	141	151	133	62	81	48	16	15	6			851
Total British Islands "British," not otherwise )	235	732	1,612	2,159	2,836	3,150		20,649		13.240	9,977	7,879		2,846	1,385	452	164	92	111,140
defined.		-4					133	136	155	105	89		53	29		4		2,101	2,971
Australia	1	5	19	38	46	59	311	159	91	94	57	28	9	3	-	-	-	4	924
Canada	1	2	2 11	12 8	23 19	24 17	227 126	205 94	142 66	159 39	153 19	88	76 9	32	9	4	_	1	1,161
Malta	_ ^	1	1	_ `	4	9	47	37	41	46	30	19 30	14	8	_ `	_	_	_	268
Mauritius	1	_	2	2	4	5	41	19	13	19	5	6	2	2	_	_		ı	125
Newfoundland	-	2	2	3	10	9	56	70	47	37	34	24	15	2	3	_		-	314
New Zealand	1	2	4	12	18	27	178	98	58	31	10	3	2	1	-	-		-	445
West Indies (British)	1	7	3	11	<b>2</b> 8	41	373	360	232	169	124	77	51	22	9	-	1	1	1,510
Other Colonies	3	2	- 5	8	20	21	143	227	131	61	32	34	17	10		1	1	1	714
Total Colonies	8	<b>2</b> 5	49	92	172	212	1,504	1,269	821	655	464	309	195	81			2	8	5,893
Austria	<b>-</b>	_	-	7	11	17	113	149	108	78	61	38	18	9	4	-	_	1	614
Belgium Denmark	_ 4	10	27	43 11	39 29	58 64	198 <b>5</b> 04	173 331	163 223	99 158	66 104	37 91	22 41	6 15	6	4	- 1	1	9 <b>52</b> 1,588
France	1	4	5	11	10	19	113	107	104	81	84	64	47	8	2	1	1	2	663
Germany	9	16	20	57	120	160	1,062	1,058	964	617	425	290	174	72	26	4	3	3	5,110
Greece		_	3	4	12	10	446	496	831	177	120	92	25	8	1	2	_	_	1,727
Holland	2	2	<b>1</b> 5	20	27	31	252	217	200	154	118	90	46	19	7	1	-	-	1,201
Italy	8	в	4	9	27	38	254	421	264	200	162	85	51	17	10	-	1	_	1,552
Norway	-	-	8	13	41	102	1,195	861	548	417	87	227	122	49	5	2	_	3	3,880
Portugal	_	_		16	6 34	4 57	67 657	125 464	57	31 187	25 124	24	7	4		1	-	1 2	355 2,012
Spain	_	2	9	2	11	16	202	334	264 207	121	76	118 50	60 9	21 5	5 2		_	1	1,047
Sweden	_	6	12	28	77	125	1,729	1,398	846	676	503	322	168	76	22	7	_	4	5,999
Turkey	_	-	_	1	1	2	77	144	92	58	25	16	8	4	1	_	_	_	429
Other European Countries		_		1	_ 3	3	53	66	38	29	6	4	4	1		_			208
Total European Countries	19	47	107	223	448	706	6,922	6,314	4,409	3,116	2,186	1,548	802	314	100	23	5	18	27.337
Chili	-	-	_	4	11	7	103	78	45	39	11	17	3	2	-	-	-	312	632
Peru		-	1	1	3	3	18	14	10	9	3	1	1	-	-	-	-	140	204
United States of America Other American Countries	2	1	5	22	53	69 10	699 129	551 130	443 62	335 54	275	157	84	31 2	11	1	1	53	2,748 518
Total American Countries		5	10	36	71	89	949	773	560	437	33	194	94	35	11	3	2	509	4,102
G1.1	<u> </u>	1	3	7	8	35	98	152	88		<u> </u>		3	1	1				469
Japan	_	-	_ "	2	2	1	32	45	24	1						_	_	_	131
Other Asiatic Countries	-	_	-	1	1	_	15	18	,	1	1		_	_	_	-	_	-	57
Total Asiatic Countries	_	1	3	10	11	36	145	215	123	52	36	20	3	1	1	Ε		_	657
Egypt	_	1	3	2	7	3	51	61	66	36	27	29	<b>2</b> 5	13	7	1	-	_	332
Other Parts of Africa } (not British).	-	-	-	-	2	-	10	27	12	7	6	2	-	1	1	-	-	-	68
Polynesia	-	-	-	-	-	-	3	1	-	-	1	-	-	1	-	-	-	-	6
"Foreign," not otherwise defined.		_	_	-	-		_	_	_	_				1		<u> -</u>		111	113
Total Foreign Countries	21	54	123	271	539	834	8,080	7,421	5,170	3,618	2,578	1,793	924	366	120	27	7	638	32,614
Born at Sea	1	-	1	1	-	3	18	19	1	1	1 .	Į.		-	1		-	-	77
Not stated	007		2	-	2500	1000	7	7		-	-	-		1 2 502	1.500	-	-	281	331
Total	1	815	1,797	2,548	3,560	4,221	31,576	39,501	22,639	17,662	13,120	10,080	6,598	3,523	1,536	490	173	3,120 33,610	153,026 33,610
GRAND TOTAL	000	816	1,797	-	-	4.221	31.576	29.501	22,639	17,662	13,120	10,080	-	3,323	1,536	-	<u> </u>		186.636
				1	1,500					-,,004	-0,100	1.5.50	1						

NOTE.—These figures only represent the Seamen actually under agreement on the 31st of March, 1901, not

5. WITH AGES.

SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the ISLANDS.

										Age.	•					<del></del>			Grand	Nationality.
Onder 15-	15-	16-	17-	18-	19-	20-	25-	30-	<b>35</b> -	40-	45-	50-	56-	60-	65-	70 and up- wards.	Not stated.	Total Fish- ing.	Total.	Astronamy.
SE	AMB	N OT	VE	99 <b>K</b> I	.S re	<b>zister</b> e	d und	er botl	Part	s L and	1 IV. o	f the l	Merch	nt Sh	ipp <b>ing</b>	Act, 189	4 (Fishir	g Vesse	ls).	
39	97	354	429	531	586	3,246	2,833	2,458	25074	1,543	909	496	296	129	38	12	24	16,042	92,134	England and Wales.
1	4	7	15	21	33	276	346	347	335	227	151	86	47	25	4	3	1	1,929	22,376	Scotland,
9	8	15	20	19	21	145	169	113	80	75	39	52	19	15	2	2	_	783	13,382	Ireland.
_	_	_	_	1	1	1	2	3	1	4	4	_	1	_	_	-	-	18	1,109	Channel Islands.
_	_	_	1	_	_	3	7	4	4	3	2	_	_	_	-	-		24	875	Isle of Man.
49	109	376	465	572	590	3,671	3,357	2,925	2,474	1,852	1,105	634	362	169	44	17	26	18,796	129,936	Total British Islands
		=	_	_	_			_		_	_	_	_		_	_	13	13	2,984	{" British," not otherw defined.
				_	1	<u> </u>	4	1	1		_	1	_	_		_	_	10	984	Australia.
			_		_	1	1	4	1	_	_	_	1	1	_	_	_	9	1,170	Canada.
_					_	. 3	_ •	2	2	1	_	_		_	_	_	_	8	440	India.
_				_		_	1	1		_ 1	_	_	_	_	_	_	_	2	270	Malta.
_				<u>                                     </u>	-					_	_	_	_	_	_	_	_	_	125	Mauritius.
_				1		1	1	_		_	1	1	_	1	_	_	_	6	320	Newfoundland.
_				_			1	_	_	_	1	_	_	_	_	_		2	447	New Zealand.
_					1	2	3	1	4	3	2	1	_	_	_	_	_	17	1,527	West Indies (British).
_			_	_	_		1		1	_	_ '	_	1	_	_	_	_	3	717	Other Colonies.
	_	_	<u></u>	1	2	8	12	9	9	4	4	3	2	2				57	5,960	Total Colonies.
	—	_	<u> </u>	<del> </del>	-								_					7	621	Austria
_	_	_	_	1	-		1	1	1	2	1	-	-	_	_	l	_	ı	963	Bolgium.
-	-	_	-	_	2	5	2	1 -		1			-	_	-	_	_	190	1,778	Denmark.
-	_	_	2	6	լո	53	43	27	16	15	10	5	2	<b>-</b> ,	_	-	_	6	669	France.
-	_	_	-	_	_	_	_	_		2	8	<b>-</b> .		1	_	_		104	5,214	Germany.
-	-	-	_	-	5	14	9	26	26	14	7	1	2	_	_	_	1	1	1,728	Greece.
-	-	_	-	-	-	<b>-</b>		<b>-</b> .	-	Ī <sup>—</sup> .	_	1	-	l <del>-</del> .	_	-	l -,	21	1,223	Holland.
-	_	_	-	1	-	4	6	4	2	1	_	1	-	1	_	-	1	. 4	1,556	Italy.
-	_	_	-	<u>                                     </u>	-	-	2	1	-	-		1	l -,	_	-	_	_	86	3,965	1
-	_	_	-	1	3	14	16	15	10	13	10	2	1	-	_	_	-	_~	355	l
-	-	-	-	-	-	_	-	-	l	-	_	-	-	-	-	-	<u> </u>	1		
-	-	_	-	-	-	8	2	2	4	2	I	_	-	-	_	_	_	18	2,080	Sprin.
-	_	_	-	Ι	-		1	<b>-</b>	1	<b>-</b>	1	<u> </u>	-	_	-	_	_	119	1,060	1.7
-	_	1	2	5	10	43	. 18	14	11	8	3	4	-	_	_	_	_	110	6,118	Turkey.
-	_		-	-	-	-	-	-	-	-	<del>-</del> ,	_	-	-	_	_	-	- 6	429 214	1
	_	_	<u>  _</u>	-	-	2	3	<del>  -</del>	! -	_	1		<del>  -</del>			<u> </u>	<del>-</del>	-	-	-
_	_	1	4	14	31	143	103	91	71	58	36	15	5	2			1		27,912	-
-	—	<b> </b> -	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	632	1
- 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	204	Pera.
-	-	-	-	2	3	10	6	5	7	4	3	4	-	-	-	-	-	44	2,792	
	_	1=	<u> -</u>	1=	_	2	2	_	2	_	_	_		=				6	524	4
_	_	=	=	2	3	12	8	5	9	4	3	4		_				50	4,152	Total American Count
-	-	-	-	-	-	-	_	-	-	-	-	-	-	-	-	-	-	-	469	China.
_	-	-	-	-	-	-	-	-	-	-	_		-	-	-	-	-	-	131	Japan.
_	-	-	-	-	-	-	_	-	-	-	-	-	-	-		_			57	Other Asiatic Countrie
_	-	-	-	=	-	<b> </b>	_	_	<b> -</b>	-	-	-	-	_	_	<u> </u>			657	Total Asiatic Countr
_	F	1_		1_	1_	_	_	_	_	<u> </u>	_	_	_	_	_	_	_	_	332	
_	_	_	_	_	1_	_	1	_	1	_	_	1	_	_	_	_	_	3	71	Other Parts of And (not British).
_	_	1_	_	_	-	_	_	_	1 _	<b> </b> _	_	_	_	_	_	_	_	_	6	Polynesia.
_	_	1_	-	_	_	_	_	_	_	_	_	_	_	_	_	_	1 _	_	112	("Foreign," not otherw
<del>-</del>	-	1		16	34	-	112	96	81	62	39	20	5	2			1	628	33,242	
	<u>                                     </u>	1-	┤╌		-	<del> </del>		-			- 30		<del>                                     </del>		<u> </u>	·		·	78	
_	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-		7		
	-	1		-	1=	1		_	-	<u> </u>	<u> </u>	_	-	-	<u> </u>	- <u>-</u> -	5	.	338	-1
49	109	378	470	589	626	3,835	3,481	3,030	2,565	1,918	1,148	057	369	173	44	17	44	19,502	1	ł
	<u> </u>	=	<u> </u>	1=	1=		<u> </u>	<u> </u>	<u> </u>		<u> </u>	_	<u> </u>					20.500	33,610	_
49	100	378	470	589	696	3,835	8,481	3,060	2,565	1,918	1,148	657	369	173	44	17	44	19,502	206,138	GRAND TOTAL.

the whole body of Seamen required to man the vessels registered in the British Islands,

#### TABLE 6.

#### AGES AND RATINGS OF SEAMEN OF ALL NATIONALITIES.

TABLE showing the AGES and RATINGS of the SEAMEN (exclusive of Lascars) employed on the 31st March, 1901, on SEA-GOING VESSELS (except Yachts) registered under Part I. of the Merchant Shipping Act, 1894, in the BRITISH ISLANDS.

							BLAN			Age.									
Rating.	Under 15	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70 and up- wards	INOU.	Total.
		SEA	MEN (	n Ves	SELS :	egiste:	red und	ler Par	t I. of t	be Mer	cha nt	Shippin	ng Act	, 1894,	only.	(TRAD	ING VE	esrls.)	)
Masters	_	_	<u> </u>	Ι_	1	2	192	630	1,192	1,568	1,671	1,617	1,839	881	501	188	78	47	9,907
Mates	_	_	2	7	15	60	2,376	3,156	2,502	1,757	1,166	855		1	İ		18	35	18,144
Boatswains	_	_	_	_	1	3	169	407	574	559	1	336		1			2	9	2,854
Carpenters	_	_	_	_	1	4	340	643	525	495	1	376	1	1	ļ	10	5	3	8,340
Sailmakers	-	-	_	-	_	2	41	51	85	65	74	98	. 77	43	. 22	5	1	_	534
Quartermasters	-	-	-	-	-	4	176	247	186	163	138	95	72	31	11	, 1	1	28	1,153
Lamptrimmers	-	-	-	_	, 2	3	71	128	118	125	122	92	65	33	14	<u> </u>	1	2	776
Other Petty Officers	-	-	_	-	-	_	4	10	7	· 11	7	9	6	3	-	_	-	2	50
Able Seamen	1	2	16	76	330	834	9,922	7,577	4,968	3,936	2,914	2,423	1,320	574	214	, <b>56</b>	17	213	35,387
Sailors undefined	6	30	43	73	192	211	940	606	416	290	259	216	221	124	98	42	16	11	3,789
Ordinary Seamen	52	112	327	606	854	834	1,405	226	93	30	30	13	10	5	4	3	1	10	4,615
Apprentices	27	154	437	602	641	536	564	6	-	-	-	-	_	-	-	_	-	8	2,965
Boys	83	261	369	<b>33</b> 2	156	74	80	18	2	2	2	_	-	-	-			15	1,384
Engineers		2		1	5	22	2,714	3,439	2,484	1,681	1,435	954	653	292	128	43	10	16	13,824
Firemen or Firemen and Trimmers.	_	-	12	17	84	210	4,471	5,815	4,592	3,200	1,778	1,094	526	205	83	21	7	130	22,245
Trimmers	-	2	8	17	135	216	1,483	704	288	119	67	29	7	2	1	1	-	29	3,103
Donkeymen	-	-	1	1	1	2	163	466	589	497	368	232	123	33	19	7	2	14	2,498
Oilmen and Greasers	-	-	-	-	-	4	156	288	296	251	145	100	48	23	4	-	-	6	1,320
Other Persons in Engineers' Depart- ment.	-	2	1	2	2	4	57	123	123	106	75	49	37	19	6	-	1	7	614
Surgeons	-	-	-	-	-	1	28	110	82	67	29	19	14	10	3	3	1	_	387
Pursers, &c	4	2	5	7	10	21	184	180	171	102	57	43	16	17	5	2	-	10	836
Stewards, &c	90	257	575	783	1,072	1,100	5,239	3,967	2,673	2,051	1,454	1,146	780	383	151	47	7	149	21,924
Stewardesses, &c	4	-	1	-	-	6	69	111	159	158	126	99	54	30	7	3	-	1	<b>82</b> 8
Cattlemen	-	-	-	11	50	55	620	<b>35</b> 0	314	280	177	73	45	15	8	1	-	2	1,981
Pilots	-	-	1	3	-	1	7	19	19	30	80	52	35	26	14	11	2	217	487
Other Persons	-	1	4	10	8	22	206	234	186	141	112	71	48	11	7	2	8	30	1,000
Not stated	_	_	_	_	_	_							_	<u> </u>	_	_		2,126	2,126
Total	267	815	1,797	2,548	3,560	4,221	31,576	29,501	22,639	17,662	13,120	10,080	6,598	3,323	1,536	490	173	3,120	153,026
	SEA	MEN	on VE	SSELS	regist	ered u	ınder b	oth Pa	rts L aı	nd IV. o	of the l	ferchar	ıt Ship	ping .	Act, 18	94. (F	ISHING	Vesse	ils.)
Skippers	_	_	_	-1	_	1	88	339	581	628	481	310	152	77	38	10	4	4	2,708
Second Hands	_	_	_	-	1	5	220	455	493	401	<b>\$2</b> 0	136	80	52	19	3	-	4	2,189
Boatswains	-	-	-	-	2	1	102	133	88	65	29	20	15	-	1	-	-	2	458
Fishermen	-	-	-	-	300	366	2,210	1,519	1,022	744	529	817	205	119	<b>6</b> 5	24	9	16	7,445
Apprentices	7	27	60	71	78	57	85	-	-	-	-	-	-	-	-	-	-	6	391
Воув	81	49	172	297	34	16	7	3	2	1	-	1	-	2	_	-	-	3	618
Engineers	- i	-	-	-	8	14	444	540	499	473	<b>33</b> 0	21.5	96	51	11	-	2	3	2,681
Firemen	-	-	-	- 1	15	19	151	m	71	58	29	27	16	8	3	-!	1	1	505
Trimmers	- !	-	-	- !	97	85	325	139	61	32	29	10	4	4	2	1	-	1	790
Stewards and Cooks	11	33	146	103	59	62	306	241	212	167	170	111	89	56	33	6	1	3	1,708
Other Persons	-	-	-	_ !	-	-	2	1	1	1	1	1	_	_	1	-	-	1	9
Not stated	<u> </u>		_	_	_	_	-					_		_	_				
Total	49	109	378	470	589	626	3,835	3,481	3,030	2,565	1,918	1,148	657	369	173	44	17	44	19,502
Grand Total	316	924	2,175	3,018	4,149	4,247	35,411	32,982	25,609	20,227	15,038	11,228	<b>7,26</b> 5	3,692	1,709	534	190	3,164	172,526

NOTE.—These figures only represent Seamen actually under Agreement on the 31st March, 1901, not the whole body of Seamen required to man the vessels registered in the British Islands.

#### TABLE 7.

#### SEAMEN BORN IN ENGLAND AND WALES.

Tables showing the AGES and RATINGS of SEAMEN BORN IN ENGLAND AND WALES, employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

Sealmakers   -   -   -   -   -   1   1   100   400   1005   1,1005   1,1005   1,1005   1,000											Age.	•				-				
Mariore    A	Rating.		15-	16-	17-	18-	19-	20-	26-	30-	35-	40-	45-	50-	55-	60-	65-	up-	Not stated.	Total.
Makes			SE	amen	on V	esse la	regis	tered u	nder Pr	ert L of	the Me	rchant	Shippi	i <b>ng A</b> c	t, 1894,	only (	TRADI	ng Ves	SELS).	
Boatewarden .	Masters	-	<u>-</u>		_	1	1	169	496	905	1,103	1,152	1,071	920	600	350	136	59	14	6,977.
Carpentors	Mates	-	_	2	6	13	45	1,632	2,141	1,654	1,058	669	504	378	191	104	20	15	6	8,438
Salimakers	Boatswains	-	-	-	-	-	3	79	152	199	222	192	153	101	45	21	4	1	_	1,171
Quartermassers	Carpenters	-	-	-	-	-	2	104	117	124	129	102	84	64	34	19	-	1	_	780
Lamptrimmers	Sailmakers		-	-	-	-	-	4	13	14	16	19	23	20	16	10	3	-	-	137
Other Pertry	Quartermasters	-	_	-	-	-		78	94	61	74	66	50	41	17	5	1		_	489
Officers. Able Seamen — 1 8 94 135 977 8,087 9,081 1,887 1,308 1,087 887 842 297 128 29 12 10 11,418 Sallow Undefined 6 27 41 64 180 188 783 415 208 170 185 121 140 74 64 30 13 10 2,723 Ordinary Seamen — 30 13 301 303 309 418 424 408 417 408 65 — — — — — — — .		-	-	-	i .	-	3	27	1		1		l	1	10	8	-		_	292
Satiors Undefined  6 27 41 61 80 180 188 703 415 208 170 183 121 140 74 64 30 125 10 2.722 Ordinary Seamen  34 73 905 309 419 434 40 417 408 65 96 43 12 1 15 7 7 4 4 3 2 1 2 2.264 Days		-	_	_	-	_	-	-	7	2	6	2	4	5		-	-	-	_	26
Ordinary Seamen	Able Seamen	_	1	8	24	133	277	3,067	3,061	1,587	1,308	1,027	957	542	267	128	29	12	10	11,418
Apprentices . 23 183 341 463 494 417 408 5 6 8 2,200 2078	Sailors Undefined	6	27	41	61	180	183	753	415	268	170	163	121	140	74	64	30	13	10	2,722
Boys	Ordinary Seamen	34	73	303	329	416	424	593	96	43	12	15	7	7	4	3	2	1	2	2,264
Engineers	Apprentices	23	133	341	463	494	417	408	5	_	-	-	-	-	-	-	-	-	6	2,290
Firstness or Firstness		57		283	343	100	i		1		1	-	l	-		-	-	-	-	954
men and Trimmers		-	l	-	_	-	l		'		l '	1		1	1		1	1		8,341
Donkeymen	men and Trim-	-	_	7	9	47	89	1,847	2,480	1,993	1,448	794	485	229	102	35	6	2	5	9,558
Olimen and degreesers.  Olimen	Trimmers	-	1	1	11	80	154	972	339	117	51	32	11	1	1	-	-		_	1,771
Greasers.  Other Persons in Rigineers' Department.  Surgeons	-	_	-	-	_	-	l	1	ł		l			1	19	j	1	1	-	1,025
Engineers Department.  Surgeons	Greasers.	_	_	-,	_	_								ì			_	_	-	
Pursers, &c	Engineers' De-	_	_	•	_	_	1	32	04	10				14		2	_	_	_	
Stewards, &c	-			ŀ	ļ	-		Ĭ	1		ł	1	1	1	Į.	<b>-</b>	2	-	_	l
Stewardesses, &c. 5				l	l	l	1		1	I		l .			1	ŀ	_	<u> </u>		1
Cattlemen	-								1	1			1			l	l	4		1
Pilots          -         -         -         3         -         1         2         14         12         15         18         88         26         19         11         9         2         -         170           Other Persons          106         624         1,516         1,721         2,294         2,490         16,723         13,955         11,044         8,648         6,484         4,860         3,439         1,830         926         296         115         62         76,093           SEAMEN ON VESSELS registered under both Parts L and IV. of the Merchant Shipping Act, 1894 (FISHING VESSELS).           Skippers          -         -         -         -         1         1         77         302         521         546         427         260         115         63         33         8         4         2         2,869           Second Hands          -         -         -         1         4         205         431         437         363         281         122         67         45         17         3         -         3         1,969           Boatswains					ļ		İ			ł		1		1	l			_	1	i
Other Persons — 1 4 8 6 17 123 129 94 82 68 89 23 7 3 — 1 — 606  Total 196 624 1,316 1,721 2,264 2,489 15,723 13,955 11,044 8,648 6,484 4,960 3,439 1,830 926 296 115 62 76,062  SEAMEN ON VESSELS registered under both Parts L and IV. of the Merchant Shipping Act, 1894 (FISHING VESSELS).  Skippers — — — — 1 77 302 521 546 427 260 115 63 33 8 4 2 2,356 Second Hands — — — — 1 4 205 431 437 353 281 122 67 45 17 3 — 3 1,969 Boatswains — — — — 244 317 1,861 1,189 798 575 402 244 151 95 50 23 8 8 6,973 Apprenticee 7 26 56 71 77 56 85 — — — — — — — — — 3 348 Boys 21 40 155 261 30 15 5 2 1 1 — 1 — 1 — 2 — — — 2 586 Engineers — — — — 3 8 389 448 404 370 238 157 69 38 6 — 2 1 2,142 Firemen — — — — 11 14 86 62 27 23 10 17 9 7 2 — — — 288 Trimmers — — — 89 70 284 109 49 27 25 7 3 4 1 1 1 — 1 — 1 — 1 670 Stewards and 11 31 140 97 54 49 146 171 151 124 133 81 67 41 19 3 — 2 1,320 Other Persons — — — — 1 — 1 — 1 — 1 — — — — — 5 Not stated — — — — — — — — — — — — — — — —	0:1-4-	_		_	ļ	1		1	1	l			ļ	ł	l	l .	_	,	_	1
Skippers		_	1	4	l		1	ł		ł	í				1		_		_	605
Skippers	Total	196	624	1,316	1,721	2,264	2,489	15,723	13,955	11,044	8,618	6,484	4,960	3,439	1,830	926	296	115	62	76,092
Skippers — — — — — 1 77 302 521 546 427 260 115 63 33 8 4 2 2,359 Second Hands — — — — 1 4 205 431 437 353 281 122 67 45 17 3 — 3 1,969 Boatswains — — — — 2 1 98 119 79 55 28 19 15 — — — — 2 416 Fishermen — — — — 284 317 1,861 1,189 788 575 402 244 151 95 50 23 6 8 5,973 Apprenticee 7 28 59 71 77 56 85 — — — — — — — — — — 3 384 898 448 404 370 238 157 69 38 6 — 2 1 2,142 Firemen — — — — 3 8 398 448 404 370 238 157 69 38 6 — 2 1 2,142 Firemen — — — — 11 14 86 62 27 23 10 17 9 7 2 — — — 288 Trimmers — — — — 89 70 284 109 49 27 25 7 3 4 1 1 — 1 — 1 — 1 — 2 — — — 288 Trimmers — — — — 89 70 284 109 49 27 25 7 3 4 1 1 — 1 — 1 — 1 — 5 Not stated — — — — — — — — — — — — — — — — —				<u> </u>		<u> </u>			·	1	!		!	<u> </u>	<u> </u>		004 (77-			
Second Hands        -       -       -       1       4       205       431       437       363       281       122       67       45       17       3       -       3       1,989         Boatswains        -       -       -       -       2       1       98       119       79       55       28       19       15       -       -       -       2       418         Fishermen        -       -       -       -       2       1       1,881       1,189       788       575       402       244       151       95       50       23       6       8       5,973         Apprenticee        7       28       59       71       77       56       85       - </td <td>Oktonom</td> <td></td> <td> </td> <td>IN On</td> <td>ı —</td> <td><u> </u></td> <td>ı —</td> <td>ı · · · ·</td> <td></td> <td><del></del></td> <td>T</td> <td></td> <td>1</td> <td>1</td> <td>1</td> <td><u> </u></td> <td>1</td> <td>ī</td> <td><u> </u></td> <td></td>	Oktonom			IN On	ı —	<u> </u>	ı —	ı · · · ·		<del></del>	T		1	1	1	<u> </u>	1	ī	<u> </u>	
Boatswains 2 1 98 119 79 55 26 19 15 2 416 Fishermen 284 317 1,861 1,189 788 575 402 244 151 95 50 23 6 8 5,973 Apprentices 7 26 59 71 77 56 85 2 586 Boys 21 40 155 261 30 15 5 2 1 1 - 1 - 2 2 586 Engineers 3 8 398 448 404 370 238 157 69 38 6 - 2 1 2,142 Firemen 11 14 86 62 27 23 10 17 9 7 2 268 Trimmers 89 70 284 109 49 27 25 7 3 4 1 1 - 1 - 1 670 Stewards and Cooks.  Other Persons 1 - 1 - 1 - 1 - 5  Not stated 39 97 354 429 531 535 3,246 2,833 2,458 2,074 1,543 909 496 295 129 38 12 24 16,042	0	_	_	_		1	İ.	l		1	1	i	ı	i	i	1	l			l
Fishermen 284 317 1,881 1,189 788 575 402 244 151 95 50 23 6 8 5,973  Apprentices 7 28 59 71 77 58 85 3 384  Boys 21 40 155 261 30 15 5 2 1 1 - 1 - 2 2 586  Engineers 3 8 398 448 404 370 238 157 89 38 6 - 2 1 2,142  Firemen 11 14 86 82 27 23 10 17 9 7 2 2 268  Trimmers 89 70 284 109 49 27 25 7 3 4 1 1 - 1 - 1 670  Stewards and 11 31 140 97 54 49 146 171 151 124 133 81 67 41 19 3 - 2 1,320  Other Persons 1 - 1 - 1 - 1 5  Not stated	P	_	_	_	1	t			ł	1	1			1	İ	_"		_		
Apprentices 7 28 59 71 77 56 85 3 384  Boys 21 40 155 261 30 15 5 2 1 1 - 1 - 2 2 586  Engineers 3 8 398 448 404 370 238 157 69 38 6 - 2 1 2,142  Firemen 11 14 86 62 27 23 10 17 9 7 2 286  Trimmers 89 70 284 109 49 27 25 7 3 4 1 1 - 1 670  Stewards and 11 31 140 97 54 49 146 171 151 124 133 81 67 41 19 3 - 2 1,320  Other Persons 1 - 1 - 1 1 1 5  Not stated 39 97 354 429 531 535 3,246 2,833 2,458 2,074 1,543 909 496 295 129 38 12 24 16,042	Dishaan	_							1	ĺ					l	50	23	6		5,973
Boys 21 40 155 261 30 15 5 2 1 1 1 — 1 — 2 — - — 2 536 Engineers — — — 3 8 398 448 404 370 238 157 69 38 6 — 2 1 2,142 Firemen — — — 11 14 86 82 27 23 10 17 9 7 2 — — — 268 Trimmers — — — 89 70 284 109 49 27 25 7 3 4 1 1 — 1 670 Stewards and 11 31 140 97 54 49 146 171 151 124 133 81 67 41 19 3 — 2 1,320 Other Persons . — — — — — 1 — 1 — 1 1 — — 1 — — 5 Not stated — — — — — — — — — — — — — — — —		7	26			l					i			_	_			_		
Engineers	n					1			2	1	1	_	1	_	2					
Trimmers — — — — 89 70 284 109 49 27 25 7 3 4 1 1 — 1 670  Stewards and 11 31 140 97 54 49 146 171 151 124 133 81 67 41 19 3 — 2 1,320  Cooks.  Other Persons — — — — — 1 — 1 — 1 1 — — 1 — — 5  Not stated — — — — — — — — — — — — — — — — —	•	_	-	_		1			1	l		238		69	38	6	_	2	1	
Stewards and Cooks.  Other Persons 1 - 1 - 1 1 1 5  Not stated 39 97 354 429 531 536 3,246 2,833 2,458 2,074 1,543 909 496 296 129 98 12 24 16,042	Firemen	-	-	_	_	11	14	86	63	27	23	10	17	9	7	2	-		-	268
Cooks. Other Persons	Trimmers		-	-	-	89	70	284	109	49	27	25	7	3	4	1	1	-	1	670
Other Persons		11	31	140	97	54	49	146	171	151	124	133	81	67	41	19	3	-	2	1,320
Total 39 97 354 429 531 535 3,246 2,833 2,458 2,074 1,543 909 496 295 129 88 12 24 16,042	Other Persons	-	_	_	_	_	_	1	_	1	-	1	1	_	_	1	-	-	-	5
	Not stated				-	-	_	_		_			_	_	-	_	<u>-</u>			_
Grand Total 235 721 1,670 2,150 2,796 3,024 18,969 16,788 13,503 10,722 8,027 5,969 3,935 2,125 1,065 334 127 86 92,134	Total	39	97	354	429	531	5 <b>35</b>	3,246	2,833	2,458	2,074	1,543	909	496	295	129	38	12	24	16,042
	Grand Total	235	7 <b>2</b> 1	1,670	2,150	2,795	3,024	18,989	16,788	13,502	10,722	8,027	5,869	3,935	2,125	1,055	334	127	86	92,134

#### TABLE 8.

#### SEAMEN BORN IN SCOTLAND.

TABLE showing the AGES and RATINGS of SEAMEN BORN IN SCOTLAND employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS), registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

								, -	A	ge.					-				
Rating.	Under 15-	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70 and up- wards.	Not stated.	Total.
		SEAL	MEN O	n VES	BELS 1	egister	red un	ier Pa	rt I. of	the M	[ercha	nt Shi	pping	Act, 1	894, on	ly (Tr	ading V	essels).	
							<u> </u>							<u> </u>		1	1		Ī
Masters	-	_	-	_	-	1	10	65	150	260	260	294	214	167	78	30	13	3	1,534
Mates	-	_	-	-	1	7	382	566	521	351	192	179	131	88	31	13	2	3	2,467
Boatswains	-	_	<u> </u>	_	1	-	29	70	71	82	47	54	22	10	6		-	-	392
Carpenters	_	_	-	_	_		99	122	70	79	80	61	56	21	16	5	4	_	613
0		_	. –	_	_	1	28	23	20	16	7	15	17	6	2	-	-,	_	135
Lamptrimmers	_		i _	_	1	1.	50	52	39	28	. 14	13	8	4	1	_	1	-	209
Other Petty Officers	_	_		_		1	2	18	11 2	14	14	10	10	8	1	_		_	97
Able Seamen	_	_	3	8	36	79	988	782	501	408	1 343	286	168	85 ·	27	8	2	3	3,727
Sailors Undefined	_	1	1	5	6	15	116	102	65	406 58	33	38	33	22	15	5	1	_ "	516
Ordinary Seamen	5	8	41	78	91	69	135	20	5	3	2	2	1	_	1		_	1	462
Apprentices	1	12	53	72	78	47	76	1	_	_	_		_ 1	_		_	_	_^	340
Воув	5	19	46	30	17	4	5		_	_ !		_	'	_		_	_	_	128
Engineers	_	-	_	1	1	7	698	1,024	751	463	411	297	251	102	43	17	7	1	4,074
Firemen or Firemen and Trimmers.	-	-	2	1	12	24	313	496	442	361	217	151	87	33	16	11	1	•	2,167
Trimmers	-	- ;	-	-	13	11	85	60	36	17	8	3	2	1	-	1	_	-	237
Donkeymen	-	- 1	-	1	-	_	11	<b>58</b> :	48	42	43	<b>3</b> 0	23	7	3	.3	1	-	249
Oilmen and Greasers	-	-	-	-	-	_	10	11	15	15	11	12	12	2	-	-	_	-	88
Other Persons in Engineers' Department.	-	2	-	-	1	2	10	20	33	30	16	11	11	5	1	_	1	-	143
Surgeons	_	_	- :	_	_		6	11	10	13	4	3	2	3	1	_	_	_	53
Pursers, &c		_ i	1	2	1	3	24	19	22	19	4	4	4	5	2	. —	_	_	110
Stewards, &c	5	19	50	81	84	89	428	418	290	270	179	156	94	53	22	8	2	_	2,263
Stewardesses, &c	-	_ `	·	_	_ ,	1	12	20	27	32	34	23	9	11	1	_	_	_	170
Cattlemen	- ;	- :	- 1	_	1	2	36	21	9	16	10	4	3	3	1	_	_	_	106
Pilots	-	-	_ '	_ ;	<b>-</b>		1	4	2	8	6	3	_	5	1	1	-	_	29
Other Persons	-	-	-	2	1	1	17	30	29	12	21	13	7	2	2	2	2	-	141
Total	16	61	197	281	345	365	3,585	3,994	3,169	2,585	1,957	1,663	1,165	644	271	108	36	n	20,447
	SEA	LYEN	on VE	SSELS	regist	ered u	nder t	oth P	arta I.	and I	V. of th	ne Mer	chant	<u>'</u>	ing A	c <b>t. 89</b> 4	(Fishin	g Vessel	ls).
ļ				1	1	-													1
Skippers	-	-		-	-	-	2	14	30	49	28	31	14	7	2	1	-	-	178
Second Hands	-	-	-	-	-		9	16	39	37	25	9	4	4	-	_	_	-	143
Boatswains	-	-	-	-	-		2	3	1	1	-	-	-	-	-	-	-	-	7
Fishermen	-	-	-	-	12	17	127	147	122	116	71	44	30	14	5	_	1	1	707
Apprentices		1	-	-	-	_	_	-	-	-	_	-	-	-	-	_	_	_	1
Boys	1	2	5	12	_	_	-	_	_	_	-	_	_	_		-	_	_	20
Engineers	_		-	_	-,	3	29	68	67	76 ~~	80	44	22	11	5	_		_	385
M-1	_	_	_	_	4	5	63	47	42	27	19	10	7	1	1	_	1	_	237
St	_	-,	_	-	3	3	15	13	7	2	4	-	-		- :			_	40
Other Berner	_	1	2	-	3	5	29	37	39	27	20	13	9	10	12	3	1	_	214
Non-stand	_	-	-		_	_	_	1	_	_	_	-	_	_	_	_	_	_	_ 1
Not stated					_		_	_		_		<u> </u>		_	_	_			
ŀ													'				_		1 2000
Total	1	4	7	15	21	<b>3</b> 3	276	346	347	335	227	151	86	47	25	4	8	1	1,929

TABLE 9.

#### SEAMEN BORN IN IRELAND.

TABLE showing the AGES and RATINGS of SEAMEN BORN IN IRELAND employed on the 31st March, 1901, on SEA-GOING VESSELS (except Yachts) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

						1				Lge.					-				
Rating.	Under 15	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	56-	60-	65-	70 and up- wards.	Not Stated.	Total.
		SEAD	CEN O	n V <b>es</b> s	els r	egister	red un	der Pa	urt I. o	f the l	derchs	int Sh	pping	Act, 1	894, or	ly (Tr	ading V	essels).	
Masters	-	-	_	-	_	_	10	48	80	111	120	116	112	59	50	16	6	3	731
Mates	-	_	-	_	_	2	121	210	181	156	137	79	67	33	18	_	1	3	1,007
Boatswains	-	-	-	-	-	1	8	46	80	62	49	27	17	11	1	1		1	304
Carpenters	-	-	· -	-	-	1	19	37	21	24	15	13	9	9	-	1	_	-	149
Sailmakers	-	-	-	_	-	-	1	1	4	1	3	6	4	1	1	2		-	24
Quartermasters	-	-	-	-	-	1	11	27	15	25	18	11	10	4	1	-	-	-	123
Lamptrimmers	-	-	-	-	-	-	9	6	11	12	7	6	8	3	_	_	_	-	62
Other Petty Officers	-	-	-	-	_	-	-	-	-	1	-	<u>'</u> –	-	-	-	-	-	-	1
Able Seamen	-	-	-	5	15	53	830	860	559	448	314	293	166	69	18	4	1	8	3,633
Sailors undefined	-	2	-	_	4	10	40	59	65	48	49	46	41	24	12	5	2	-	407
Ordinary Seamen	5	7	22	32	64	71	141	21	14	3	6	-	1	-	-	-	. –	1	388
Apprentices	1	3	14	25	52	2,4	37	-	-	-	-	-	-	-	-	_		-	136
Воув	6	12	16	21	8	11	13	6	-	-	1	-	-	-	-	-	_	-	94
Engineers	-	-	-	_	-	2	131	137	107	107	73	50	35	14	6	1	-	-	663
Firemen or Firemen and Trimmers.	-	-	2	1	5	9	358	<b>56</b> 3	543	432	283	217	109	38	23	2	2	1	2,590
Trimmers	-	-	1	_	6	10	158	93	43	14	7	2	1	-	1	-	-	-	336
Donkeymen	-	-	1	-	-	_	8	33	42	51	45	34	, 21	2	3	2	-	_	242
Oilmen and Greasers	-	-	-	-		2	8	19	29	37	45	34	13	8	2	-	-	_	197
Other Persons in Engineers' Department.	-	-	_ :	-	1	-	7	15	11	13	18	14	14	7	3	_	_	-	103
Surgeons	-	-	_	-	-	-	2	14	10	17	1	6	4	4	-	-	_	_	58
Parsers, &c	-	-	-	_	_	-	8	6	. 8	6	2	3	2	3	1	1	-	-	40
Stewards, &c	5	15	23	29	46	59	254	145	90	88	73	, <b>63</b>	37	19	14	5	-	1	966
Stewardesses, &c	-	-		-	-	_	15	13	17	10	9	, 8	4	4	2	1	-	_	83
Cattlemen	-	-	-	_	_	7	29	30	31	34	13	6	9	1	1	-	-	1	162
Pilots	-	-	1	_	_	-	4	-	4	8	5	11	8	1	2	,	_	-	45
Other Persons			_	_	_		5	8	11	12	7	3	6	1	1				55
Total	17	39	. 80	113	181	263	2,227	2,390	1,976	1,719	1,300	1,048	<b>69</b> 8	315	160	42	12	19	12,599
								· · · · ·			<u> </u>							<u> </u>	
].	BE	AMEN	On VI	ESSELS	3 regis	tered	<del></del> -	i	i	·	<del></del>	<del></del>	<del></del> -		ping A	.ct, 189	4 (Fishi	ng Vesse	ols).
Skippers	-	-	-	-	-	-	3	18	14	19	17	13	22		3	1	_	-	116
Second Hands	-	-	-	_	-	1	4	2	10	2	5	1	8	2	2	_	_	-	37
Boatswains	-	-	-		_	-	-	2	2	1	1	-		_		-	-	_	6
Fishermen	-	-	-	-	11	13	120	127	76	29	40	22	21	10	9	1	2	_	481
Apprentices	-	-	-	_	1			<u> </u>	<del>-</del>	_	-	-	-	_ i	-	_	_	_	1
Boys	9	7	11	20	4	1	2	1	1	_		_	_ !	'	_	_	_	-	56
Engineers	-	_	-	_	_	1	6	4	4	6	9	3	_	:		-		_	33
Piremen		_	_	_	_	-			1		_	_	_	_		_	_	_	1
Trimmers	_	_,	_,	_	2	3	5	8	5	2 1	3	-	- 1		1	_	_	_	18
Stewards and Cooks Other Persons	_	_1	4	_		-			0	_ '	- 0	_	1 '		_	_	_	•	34
N-4-4-4-3	_	_	_	_	_		. — ! —	_	_	_		_		_ :	_		_	_	_
Not stated	_	$\exists$	_			_												_	
Total	9	8	15	20	19	21	145	189	113	80	75	39	52	19	15	2	2	_	783
Grand Total	26	47	95	133	200	284	2,372	2,559	2,089	1,779	1,375	1,087	750	334	175	44	14	19	13,382

#### TABLE 10.

#### SEAMEN BORN IN THE CHANNEL ISLANDS.

TABLE showing the AGES and RATINGS of SEAMEN BORN in the CHANNEL ISLANDS, employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

										Age									
Rating.	Under 15.	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-	<b>6</b> 5-	70 and up- wards	Not stated.	Total
		SEA	MEN o	n Ves	SELS r	egister	ed un	ier Pa	rt L of	the M	Iercha	nt Shi	pping	Act, 18	194, on	ly (Tr	ading V	988els).	
Masters	_	-	_	_	_	_	_	8	10	21	26	31	22	14	3	1	1	-	137
Mates	_	_	_	_	1	-	18	23	18	30	26	15	16	3	5	2	-	_	157
Boatswains	-	_	-	_	_	-	3	4	5	7	8	3	3	2	1	-	-	-	36
Carpenters	-	_	-	-	<b>–</b>	-	_	_ :	3	2	7	4	1	2	1	1	-	-	21
Sailmakers :	-	-	_	-	-	-	- 1	-	2	1	2	1	3	-	_	-	-	-	1
Quarter-masters	~	-	-	_	-	-	2	1	2	-	2	3	-	-	1	-	-	-	10
Lamptrimmers	-	_	-	-	-	-	1	1	1	-	3	2	-	1	-	-	-	-	1
Other Petty Officers	-	_	-	_	_	-	- :	_	-	-	1	-	-	_	_	-	_	-	1
Able Seamen	-	-	-	1	1	3	76	72	48	64	40	42	19	10	_	-	-	-	370
Sailors undefined	- '	-	-	1	-	-	2	3	4	1	4	4	1	1	-	1	-	-	22
Ordinary Seamen	-	-	3	11	12	18	27	7	4	-	_	-	-	-	-	-	-	-	82
Apprentices	_	3	1	4	3	1	1	-	'	_	-	-	-	_	-	-	-	-	11
Воув	3	2	2	3	2	1	-	1	-	_	-	-	-	-	_	-	_	-	14
Engineers	-	-	-	-	-	-	4	8	2	1	3	1	-	2	-	-	-	-	2
Firemen, or Firemen and Trimmers.	-	-	-	-	_	-	4	7	13	5	4	2	1	<u> </u>	_	-	-	-	3
Frimmers	_	_	_	_	_	l _	2	_	_	_	_	_	l _	_	_	_	_	_	;
Donkeymen	_	_	-	-	_	_	_	1	1	3	1	1	ı	1	_	_	_	_	[ ,
Dilmen and Greasers	_	_	_	_	_	_	<b> </b> _	_	1	1	1	1	1	-	_	_	_	_	
Other Persons in Engineers' Department.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
		İ	1			l	İ	ŀ			ŀ		ĺ			į			1
Surgeons	-	-	-	-	-	-	-	-	-	_	_	-	-	-	-	-	-	-	-
Pursers, &c	_	-	_	_		_	1	2		_		-	-	1	_	-	_	-	ٔ ا
Stewards, &c	2	2	7	14	10	3	29	27	21	15	1.5	19	2	3	2	-	_	_	17
Stewardesses, &c	-	_	-	-	_	-	_	1	-	1	_	_	-	-	_	-	_	_	
Cattlemen Pilots		-	-	-	_	-		1	1	2	_	-	-	1	_	=	_	-	
041 D		_	_	_	_	_	3	1	1	1	1	-	1	_	_	_	_	-	'
Other Persons			_		_					_		_		_					
Total	5	7	13	34	29	26	173	169	137	155	144	128	71	41	13	5	1	-	1,15
	Car	MEN	on Ve	DARY 0			ndoe b	ath D	anta T		7 00 41	ha Va	ahant	Chin	dan 4	at 190	A (Thebase	ng Vesse	!
l-innowa				1		1	1					1		]	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
kippers lecond Hands	_		_	_				_	_	_	1	_	_		_		_	_	_
	l	_	_	_	_	_	l	_	l <u> </u>	_		1	_	_	_	_	_		
11-1	_	_	1	_	1	_	_	1	_	_	_	1	_	_	_	_	_	_	
	_	_	_	_		1	_		_	_	_		_	_	_	_	_	_	
D	_		_	_	_	-	_	_	_	_		_	_	_	_	_	_	_	_
<b>3 1</b>	_	! <del>-</del>	_		\ _	! _	_	_	2	_	1	_	_	1	_	_	_		_
Firemen	_		_	_		i _	_	_		_		_	_	_		_	_	_	
Primmers	_	_	_	_	_	; — ! —	_	1	_	_	_	_	_	_	_	_	_	_	
Stewards and Cooks	_	1	_	_	_	_	1	_	1	1	2	2	_	_	_	_	_	_	
Other Persons	_	_	_	_	_	_	_	_	_		_	_	_	_	_	_	_	_	_
Not stated	-	-	-	-	-	-	-	-	-	-	_	-	_	-	-	_	_	_	-
			<del> </del> -	<del> </del>	1	1	1	2	3	<del>                                     </del>	4	4		1	_				
Total	_		_			* 			L	1				L					L

#### TABLE 11.

#### SEAMEN BORN IN THE ISLE OF MAN.

TABLE showing the AGES and RATINGS of SEAMEN BORN IN THE ISLE OF MAN employed on the 31st March, 1901, on SEA-GOING VESSELS (except Yachts) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

										Ag	θ,								
Rating.	Under 15.	15-	16-	17	18-	19-	20-	25-	30-	35-	40-	45-	<b>50</b> -	55-	60-	65-	70 and up- wards.	Not stated.	Tota
		SEAL	(EN or	vess	ELS re	gister	ed und	ler Pa	rt L of	the M	erchai	nt Ship	pi <b>ng</b> .	Act, 18	94, onl	y (Tr.	ADING V	'essels)	) <b>.</b>
fasters	_	_	_	_	-	_	1	2	6	13	9	17	9	.4	3	2	-	-	0
fates	_	-	_	-	_	_	7	10	20	13	16	14	6	2	3	-	-	_	8
oatswains		-		_	-	_	2	-	6	9	1	2	-	1	-	-	-	-	2
arpenters	-	-	-	-	-	-	1	1	2	5	1	1	1	-	-	1	-	_	1
ailmakers	-	-	-	-	-	-	-	-	-	_	-	-	-	-	-	-	-	-	-
Quartermasters	-	–	-	- 1	-	-	1	1	1	1	1	2	1	1	-	–	-	-	1
amptrimmers	-		-	-	-	-	-	<b> </b>	3	2	1	1	-	1	-	–	-	-	Ì
ther Petty Officers	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	_	-
ble Seamen	_	-	-	2	2	4	73	81	65	48	42	22	14	2	3	-	-	_	35
ailors Undefined		-	-	-	-	-	4	3	4	4	1	-	2	2	2	1	-	-	2
Ordinary Seamen	- '	-	1	2	9	-	1	1	-	1	-	-	-	1	-	-	-	-	1
apprentices	1	-	2	1	- <sup>'</sup>	1	2	-	. –	-	-	-	_	-	-	-	-	-	'
Зоув	-	1	-	-	1	1	-	-	-	_	-	-	-	-	-	-	-	-	
Ingineers	-	-	-	-	-	-	10	9	14	9	7	6	4	-	1	-	-	-	•
iremen or Firemen and Trimmers.	-	-	-	-	1	1	5	9	12	15	6	7	2	1	1	2	-	-	6
Lt	_		_	_	l _	l _	1	_		1		_	_	_		_		۱ _	
	_	_	_			_		_	3	1	1	1	_	_		l _	_		
ilmen and Greasers	_		_			_	_	1	1	_	1	2	_	_	1	_	_	_	
ther Persons in En-	_	_	_	_		_	_	1	_	_	_	_	_	_	_	_	_	l _	
gineers' Department.		_	_	_	-	-	-	1	-	-							_	_	
urgeons	-	-	-		-	-	_	-	-	_	_	-	-	-	-	-	-	-	-
ursers, &c	- 1	-		-	1	-	-	2	3	-	_	-	-	-	-	-	-	-	•
tewards, &c	-	-	3	5	3	-	18	18	11	11	4	4	7	1	1	-	-	-	8
tewardesses, &c	_	-	-	-	-	-	-	-	-	-	1	2	1	-	_	_	-	-	۱ ۱
attlemen	-	-	-	-	-	-	-	-	-	-	-	-	-	-	_	-	-	-	-
filots	-	-	-	-		-	-	-	-	-	-	-	_	-	-	-	-		-
ther Persons	-	-	-	-	-	-	-	3	-	-	_	-	1	-	-	_	-	-	1
Total	1	1	6	10	17	7	126	141	151	133	92	81	48	16	15	6			85
		<u> </u>	<u> </u>				Ĺ		<u> </u>										<u> </u>
	SEA	AMEN	on VE	SSELS :	registe	ered u	nder b	oth Pa	rte L	and IV	of th	e Merc	hant i	Shippi	ng Ac	t, 1894	(Fishin	g Vessi	ELS).
kippers	_	_	_	_	_	_	_	_	_	·_ ·	1	1	_	_	_	_	_	_	2
econd Hands		_	l _	_	_	_	_	2		1	1	_	_	_	_	_	_	_	4
Contewnins	_	_	_	_	_	_	_		1	_	_	_	_	_	_	_	_	_	]
ishermen	_	_	_	_			3	4	3	2	1	_	_	_	_	_	_	_	18
pprentices	_	_	-	_	_	_	_	-	_	_	_	_	_	-	_	_	_	-	-
loys	_	_	_	_	_	_		-	-	_	_	-	_	_	_	_	_	-	
Sngineers	_	_	_	_	_	_	_	_	_	1	_	_	_	_	_	_	_	-	1
iremen	_	_	-	_	_	_	_	-	_	_	_	_	_	-	_	-	_	-	_
Trimmers	_	_	_	_		_	_	_	_	_		_	_	_	_	_	_	-	
tewards and Cooks	-	_	-	1	_	_	_	1		_	_	1	-	- !	_	_	_	_	
Other Persons	_	_	_	_		_	_	_	_	_	_	_	_	_ !	<u> </u>	_	_	_	_
Tot stated	_	-	_	_	_	-	_	_	_	_	_	_	_	-	_	_	-	_	-
Total								 			_								
Total		_	_	1	_	_	3	7	4	4	3	2		-	_	_			
Grand Total	1	1	6	11	17	7	129	148	153	137	95	83	48	16	15	6	_	_	875

#### TABLE 12.

#### BRITISH SEAMEN .- (NATIONALITY NOT OTHERWISE DEFINED.)

TABLE showing the AGES and RATINGS of SEAMEN who were reported as BRITISH, but whose Nationality was not otherwise defined, employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

/ Datin-											Ag	6.								
Rating		Under 15	15-	16-	17-	18-	19-	20-	25-	80-	35-	40-	45-	50-	56-	80-	65-	70 and up- wards.	Not stated.	Tota
,			SEAM	EN on	Vesse	LS reg	istere	l unde	r Part	L of t	he Me	rchan	t Ship	ping A	ct, 189	l, only	(TR	ADING V	essels.	.)
Masters		_	_	_	_	_	_	_	2	16	21	23	80	17	14	6	1	_	21	151
Mates		-	-	-	1	-	-	17	31	37	11	15	8	12	4	_	_	-	20	156
Boatswains		-	-	-	-	-	-	4	1	1	-	-	-	1	1	-	-	-	2	10
Carpenters	••	-	-	-	-	-	-	-	1	5	7	1	3	-	1	-	-	-	-	18
Bailmakers		-	-	_	_	_	-	-	-	-	-	_	-	-	-	-	-		-	-
Quartermasters amptrimmers		_	-	-	_	_	-	-	1	2	3	1	3	1	-	-	-	-	-	111
Other Petty Off		_	-	-	-	-	_	-		-	-	-	1	-	-	-	-	-	-	1
Able Seamen			_	_	_	_	5	38	22	24	15	19	15	1	-	-	-	-		-
Sailors Undefine	ed	_			_	_	<u>"</u>	2	1			119	15 2	10	2	_	2	_	15	167
Ordinary Seame			_	2	7	8	5	10	. 4	1	_	_	_		1	_		_	_'	32
Apprentices	,,	1	_	1	3	2	4	2		_	_	_	_	_	_	_	_	_	_	13
Boys		_	1	1	2	2	. 1	ı	_	_	1	_	_	_	_	_	_	_		9
Engineers		_	_	_	-	_	1	15	26	<b>32</b>	14	13	10	2	3	_	_		8	124
Firemen or land Timmers.	Firemen	-	_	_	1	1	2	20	19	16	12	5	7	2	2	_	_	-	10	97
rimmers			_	<u> </u>	_ '	1	3	Ι,		1	_				l	İ	l			١.
Donkeymen		_		_	I	_	_	1	_	1	2		1	_	_		_	<u> </u>	_	6
Oilmen and Gre		_	_	_	_	- -	_	_	_	<u> </u>	2	_	1	_	_	_		_	_	3
Other Persons	in En-	_	_	_	_	_	_	_	1	_		_	_	_	_	_	_	_	_	1
gineers' Depa	rtment.						1							l	1					-
Burgeons		-	-	-	-	_	-	-	1	-	2	1	-	-	-	-	-	-	-	4
Pursers, &c. Stewards, &c.		1	3	_	1 4	_		8	1	2	9		_	1	-	-	_	_	_	15
Stewards, &c.			5	6	<b>.</b>	3	1	15	19 1	12	2	7 2	6	5 2	1 _	1	1	_	8	101
Cattlemen	c	_	_	_	_			2	2	1		1	_		_	_	_		_	13 6
ilots		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	1	1
Other Persons		_	_	-	_	_	_	-	3	1	_	1	1	_	_	_	_	_	_	6
Not stated		_	_	_	_	_	_	-	_	_	_	_	_	_	_	_	_	_	2,015	2,015
Total		2	4	10	19	12	22	133	186	155	105	89	89	58	29	8	4	_	2,101	2,971
		SEAI	KEN O	n VISS	ELS re	gister	ed und	ler bot	h Pari	s I. an	d IV.	of the	Merch	ant S	hippin	g Act,	1894.	(FISHIK	G VESSI	ELS.)
kippers		-	-	-	-	-	-	-	-	-	-	-	_	-	-	-	-	-	2	2
econd Hands		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	. 1
Soatswains		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	_
ishermen		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5
pprentices		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- !	-
Boys		-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	:	_
Ingineers	•• ••	-	-	-	-	_	-	-	_	_	_	-	_	-	-	-	-	-	2	2
iremen	••	_	_	_	_		_	_	_	_	_	_	_		_			_	1	1
tewards and Co	ooks	_	_	_	_	_	_	_	_			_	_	_	_		_	_	1	_ 1
	ooks	_	_	_		_	_	_		_	_	_	_	_	_	_	_	_ [	J	1
ther Persons	••		_	_ ]	_	_	_	_	_	_	_		_	_	_	_	_	_	_	
	1	_							ı	1	- 1			t t		1		1	1	
Not stated				_	_	_				_	_								19	7.0
			-	10	 		_ 	183	136	155	105	- 89	- 89	 53	 29	<b>-</b>	-	-	18 2,114	18 2,984

TABLE 13.

#### SEAMEN BORN IN THE COLONIES.

TABLE showing the AGES and RATINGS of SEAMEN, exclusive of Lascars, born in the COLONIES employed on the 31st March 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

_										Age	)								
Rating.	Under 15.	15-	<b>j16</b> -	17-	18-	19-	20-	25-	<b>3</b> 0-	<b>36</b> -	40-	46	50 -	56-	60-	65-	70 and up- wards.	Not stated.	Total
		SEAN	CBN on	V188	ELS re	gistere	d und	er Par	t L of	the Me	rchan	t Ship	ping A	.ct, 189	4, only	(TRA	DING V	essels).	
Masters	_	_	_	_	_	_	1	2	10	27	48	33	28	12	5	2	Ι_	.1	169
Mates	_	_	_	_	_	4	57	96	97	87	44	19	20	8	_	_	_		412
Boatswains	_	_	_	_	_	_	7	17	13	17	26	8	11	2	_	<b> </b>	1	_	103
Carpenters	-	_	-	_	_	_	3	13	14	13	11	10	9	4	_	_	_	_	77
ailmakers	_	_	_	-	_	_	1	_	2	_	4	3	1	1	!   —	_		_	12
uartermasters	-	-	_	_	_	_	6	8	5	5	9	2	3	_	_	_	_	_	38
amptrimmers		-	-	-	_	_	4	4	9	8	9	3	_	1	1	· <b>-</b>	_	_	37
ther Petty Officers	_	-	-	-	_	-	1	1	2	1	_	1	_	_	! -	_	_		e
ble-Seamen	1	-	-	3	16	36	476	385	222	210	129	99	46	22	4	3	1	3	1,656
ailors Undefined	-	-	-	-		1	13	2	2	3	1		1	_	_		_	_	23
rdinary Seamen	-	7	15	36	57	53	145	26	7	2	2	1	1	_	i —	_	_	1	353
pprentices	-	1	10	14	20	17	26	-	-	_	_	-	_	-	_	_	-	2	90
оув	5	9	7	13	6	4	11	1	1	_	_	_	-	_	_	_	-	_	57
ngineers	-	-	-	_	1		70	77	32	22	16	5	2	2	1	_	_	_	228
remen or Firemen and Trimmers.	-	-	1	-	3	12	165	228	1.59	98	43	23	10	-	_	-	-	_	742
rimmers	-	_	-	-	4	14	84	74	21	10	5	1	-	_	_	-	-	_	213
onkeymen	-	_	-	-	1	-	10	23	12	15	9	8	1	-	-	-	-	_	79
ilmen and Greasers	-	_	-	-	-	-	7	12	4	7	2	-	1	-	-	-	-	_	33
ther Persons in En- gineers' Department.	-	-	-	1	-	-	3	4	1	-	3	-	-	-	-	-	-	-	11
irgeons	_	_	-	_	_	-	5	13	9	4	2	8	1	-	-	-	-	_	37
irsers, &c	- ,	_	-	_	4	2	12	16	11	8	4	_	1	2	-	-	-	-	60
ewards, &c	2	8	16	22	49	57	315	220	147	110	80	84	55	26	10	-	-	1	1,203
		_	_	-	-	1	2	3	7	8	4	2	1	_		_	_	_	26
ilots	_	_		3	10	9	89	35	22	21	10	3	2		1	_	_	_	186
ther Persons	_	_	_	_	1	2	12	9	12	- 3	3	1	- 1	_1	_	_	<u>-</u>	_	44
Total	8	25	40																! 
10887		20	49	92	172	212	1,504	1,269	821	656	464	309	195	81	<u>. 33</u>	5	3	8	5,893
	SRA	MBN (	on VE	Berls :	registe	red ur	der b	oth Pa	rts I. a	nd IV.	of the	<b>Mer</b> e	hant 8	hippiı	ng Act	, 1894 (	(Fishing	3 Vesse	LS).
xippers ,	-	_	-	_	-	<del>-</del>	_	2	2	_	_	_	_	_	-	_	_	_	4
cond Hands	-	-	-	_	-	-	-	-	-	_	_	_		_	_	-	-	_	_
atswains	-	-	-	_	-	-	-	-	-	1	_	_	-	-	-	-	-	-	1
shermen		-	-	_	1	1	3	3	2	2	1	1	1	-	-	-	_	_	ı ı
pprentices	-	_	-	-	-	-	-	-		_	-	_	-	-	-	-	-	_	-
рув	-	_	-	-	-	-	-	-		-	-	_	-	-	-	<b>-</b> .	-	_	_
ngineers	-	_	-	-	-	-	-	3	1	2	1	1	1	1	-	_	_	_	10
remen	-	_	-	-	-	-	_	-	-	-	_	_	-	-	-	-	-	-	_
immers	-	-	-	-	-	-	-	2		-	-	_	-	-	-	_	-	_	2
ewards and Cooks	-	-	-	1	_	1	5	2	4	4	2	2	1	1	2	-	-	-	25
ther Persons	-	-	-	-	-	-	-	-		_	-	_	-	_	-	-	-	_	_
ot stated		_	_	_	_	-	<b>-</b>	_	_	_	-	-	_	_	· <b>–</b>	_		_	 
Total	-	_	-	1	1	2	8	12	9	9	4	4	3	2	2	-	_	_	57
1			, ,												ľ	1			

#### TABLE 14.

#### SEAMEN BORN IN FOREIGN COUNTRIES.

TABLE showing the AGES and RATINGS of SEAMEN BORN IN FOREIGN COUNTRIES, employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant hipping Act, 1894, in the British Islands.

<b>-</b>										Age.									
Rating.	Under 15-	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70 and up wards.	Not stated.	Tota
		SEA	MEN	on VE	SELS	registe	red u	der P	art I c	of the l	Mercha	nt Shi	pping	Act, 18	394, on	ly (Tr	ading Ve	essels).	
fasters		_	_	_	_	_	1	6	14	21	31	23	17	11	6	_	_	1	1
Lates '	_	_	_	_	_	!   1	32	68	57	. 70	66	37	26	13	7	2	_	. 1	
Soatswains	_	_	_	_	l _	_	36	117	199	160	149	88	39	18	1	. 2	_	5	
arpenters	_	_	l –	_	1	1	114	352	286	234	194	199	110	60	12	2	_	3	1,
ailmakers	_	_	_		-	1	7	14	23	31	39	40	32	19	9	1	1	_	
uartermasters	-	-	· —	_	_	_	28	63	60	29	27	12	8	5	3	_	_	28	ĺ
amptrimmers	-	_	_	_	1	_	21	56	45	48	37	30	18	9	! : 4	_	1	2	
ther Petty Officers	_	_	_	-	_	_	1	1	1	1	3	4	1	2	_	_	_	1	
ble Seamen	-	1	5	33	127	377	4,371	3,320	1,955	1,434	998	727	354	117	34	10	1	146	14,
ailors Undefined	-	_	1	1	2	2	10	21	8	6	' 8	5	3	_	_	_	_	_	
rdinary Seamen	8	17	40	110	202.	193	353	51	19	9	. 5	3	_	_	_	1	_	5	1,
pprentices	_	2	13	17	11	15	10	_		-	_	_	_	_	_	_	_		
оув	7	18	14	21	20	9	15	8	_	1	1	-	_	_	_	_	'-	14	
ngineers	_	_	_	_	3	3	54	68	55	37	34	27	13	3	1	¦ _	_	1	
iremen or Firemen and Trimmers.	-	-	-	5	15	73	1,759	2,009	1,411	827	<b>42</b> 5	222	86	<b>2</b> 8	8	-	2	97	6,
rimmers	-	1	1	6	31	24	180	137	70	26	15	. 12	3	<b>-</b> '	-	-	-	29	
onkeymen	-	-	- ;	-	-	1	73	231	220	168	94	57	20	4	-	1	-	13	
ilmen and Greasers	-	-	-	-	_	1	48	64	70	33	12	13	2	2		-	-	6	
ther Persons in En- gineers' Department.	-	-	-	1	-	1	. 6	18	8	7	5	5	-	1	-	-	-	7	
irgeons	_	_ !	_	_	_	1	. 6	13	5	3	4	: _	2	1 j	2	1	1	_	
ursers, &c	_	_		1	1	3	15	19	21	17	13	9	2 1	_	_	1	_	10	
ewards, &c	6	15	49	73	109	109	603	574	411	314	291	217	154	63	28	5	1	127	3,
ewardesses, &c	_	_	_	_	_	1	3	8	5	8	5	5	4	1	_	_	_	_	-
attlemen	_	_	_	3	16	18	288	164	188	135	110	46	20	8	4	1	_	1	1,
lots	-	_	_	-		_	_	_	_	_		_	_	_ !	_	_	_	_	_
ther Persons	- 1	-	-	-	-	2	46	41	39	32	12	14	10	1	1	_		30	
ot stated	_	-	_	_	_	_	_	_	-	_	_		-	_	ا اــــا		_	111	
Total	21	54	123	271	539	834	8,080	7,421	5,170	3,648	2,578	1,793	924	366	120	27	7	638	32,0
	SEA	MEN	on VE	SSELS	regist	ered u	nder t	oth P	arts L	and I	V. of tl	ne Mer	chant	Shipp	ing A	et, 1894	(Fishing	Vessels	3).
ippers	-	_	- ;	-	-	_	1	3	14	14	8	5	1	1	-	-		_ !	
cond Hands	-	-	-	-	-	-	2	4	. 7	1	7	4	1	1	-	-	-	-	
oatswains	-	- 1	- i	-	-	_	2	9	5	7	2	_	- 1	-	1	-	-	-	
shermen	- !	- !	-	-	11	18	96	48	31	19	14	5	2	-	1	-	-	1	2
oprentices	- !	<b>-</b> :	_		-	-	- i	-	-	-	-	-	_ ,	-	-	-	-	-	_
oys	- ;	-	1	4	-	_	_					- 1		-	-	_	-	-	_
ngineers	- 1	-	-	-	-	2	11	17	21	18	21	10 .	4	-	-	_	_	_	1
remen	- :	_ i	-	-		_	2	2	1	3	-	_	i	-	-	-	_	_	
immers :.	- i	-	-	-	4	10	20	8	5	1	-	3	1	_	_	-	-	-	
ewards and Cooks	_ i	_	_	_	1	4	20	21	12	10	10	12	11	3		-	_	_	1
ther Persons	_ 1		_		_	_	_1	_	_	1	_	_	_	_	_	_	_	_	
ot stated		_		_	_	_	_	_	_	_	_	-	_	_	_	_	_	-	
Total	-	_	1	4	16	34	155	112	96	81	62	39	20	5	2	_	_	1	
1-									ı								,		

#### TABLE 15.

#### SEAMEN BORN AT SEA, OR WHOSE BIRTHPLACES WERE NOT STATED.

TABLE showing the AGES and RATINGS of SEAMEN BORN AT SEA, or whose Birthplaces were NOT STATED, employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

	1									Age									
Rating.	Under 15	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	56-	60-	65-	70 and up- wards.	Not stated.	Tota
	81	ra m en	on V	rsski	.8 regi	stered	unde	r Part	L of	ihe M	erchar	nt S <b>h</b> ij	pping	Act, 1	<b>894,</b> or	dy.	(Trading	Vessel	8.)
Masters	_	-	-	-	_	-	_	1	1	1	2	2	_	_	_	-	_	4	11
Kates	-	-	-	-	-	1	10	11	7	2	1	-	2	_	_	-	-	2	34
Boatswains	-	-	-	-	_	-	1	-	-	-	1	1	-	-	-	-	_	1	
arpenters	-		-		-	-	_		-	-	-	1	_	_	_	_	_	-	ł
ailmakers	-	-	-	-	-	-	-	-	-	-	-	-	-	<u> </u>	_	-	-	-	-
uarter-masters	-	-	-	-	-	-	-	-	1	_	_	-	-	-	-	-	-	-	
amptrimmers	-	-	-	-	-	-	-	-	-	_	-	-	_	-	-	-	-	-	-
ther Petty Officers	-	-	-	-	-	-	-	-	-	_	-	-	_	_	-	_	-	1	
ble Seamen	-	-	-	-	-	-	3	4	2	1	2	1	1	-	_	-	-	28	4
ailors undefined	-	-	-	2		-	-	-	-	_	_	-	_	_	-	-	-	-	}
rdinary Seamen	-	-	-	1	-	1	-	-	-	_	-	_	_	_	_	-	-	-	
pprentices	-	-	2	8	1	-	2	-	-	_	-	-	_	-	_	-	-	-	
oys	-	-	-	-	-	-	-	-	-	_		_	_	-	-	-	-	1	
ngineers	-	-	-	-	-	-	1	5	-	2	8	-	-	-	-	-	-	8	נ
remen or Firemen and Trimmers.	-	-	-	-	_	_	-	2	3	2	1	2	-	1		-	-	17	2
rimmers	-	_	-	-	-	_	_	1	_	-	_	-	_	_	_	-	-	-	
onkeymen	-	-	_		_	_	_	_	_	_ :	_	-	_	_	_	1	_	1	
lmen and Greacers	_	_	-		_	_	_	-	_	1	-		_	_	_	_	_	_	
her Persons in En-	_	-	_	_	_	_	_	_	_	_	-	-	_	_	_	_	-	_	-
gineers' Department.						1		1											
urgeous	_	7	-	-	-	_	-	-	_	-	_	_	_	_	_	_	-	-	-
arsers, &c	_	+	-	-	-	-	-	-	_	_	_	-	-	_	_	_	-	-	-
ewards, &c	l <del>-</del> .	_	1	1	_	1	6	1	1	4	2	3	2	_	1	1	_	7	
ewardesses, &c	1	_		_	_	-	1	1	_	1	_	_	1 1	_		_	_	_	
attlemen	_	-				_	1	_	1	_	_	_	_		_	_		216	2
ilote	-	_	_	-	_	_	-	_	-	_	_	_	_	_	_	ł		210	
ther Persons			_		_	_					_	_			_	_			
Total	1	-	8	7	1	8	25	26	16	14	12	10	5	1	1	2		261	44
	SEA	MBN (	on Ve	98 <b>ELS</b> 1	rogiste	red u	nder b	otb P	arts I.	and I	7. of th	he Me	rchant	Ship <sub>T</sub>	ing A	c <b>t, 189</b>	4. (Fish	ing Ves	sels.)
kippers	_	_	l –	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
cond Hands	_	_	_	_	_	-	_	_	_	-	_	_	-	-	_	-	-	_	-
eatewains	_	i –	_	-	-	_	-	_	-	_	_	_	_	_	_	_	_	_	-
shermen	_	<b> </b>	_	-	-	_	_	_	_	1	-	_	-	_	-	_	-	1	l
pprentices	_	-	1	-	_	_	-	_	_	_	_	-		_	_	_	_	3	
оув	_	_	_	-		-	-	-	_	-	_		_	_	_	-	-	1	1
ngineers	_	-	-	-	_	-	-	_	-	_	_	_	_	_	_	_	_	_	-
iremen	_	-	-	-	_	-	-	_	_	-	_	_	-	_	_	-	_	-	-
rimmers	_	_	_	_	_	-	1	-		_	_	_	_	_	_	_	_	_	
tewards and Cooks	_	_	_	_	_	-	_	-	_	_	_	_	_	_	_	-	_	_	-
ther Persons	_	_	_	-	_	_	_		_	_	_	_	-	_	_	-	-	_	-
	_	-	-	-	_	_	-	_	_	_	-	_	-	-	_	_	-	_	-
101 SERIEG	•		ļ	ļ											<del></del>	·	<del> </del>		
			,	l <b>_</b>	l	l	1		_	1		-		_	-	_			1
Total	-	_	1	7	1	3	26	26	16	15	12	10	5	_ 	1	- 3		286	4

#### TABLE 16.

#### BRITISH SEAMEN.

#### SUMMARY OF TABLES 7 TO 13.

TABLE showing the AGES and RATINGS of SEAMEN BORN in the BRITISH ISLANDS or in the COLONIES, employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the BRITISH ISLANDS.

										Ag	<b>70.</b>								
Rating.	Under 15	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	56-	80-	65-	70 and up- wards.	Not stated.	Tota
•		SEA	MEN o	n Ves	SELS r	egiste	red un	der Pa	rt I. o	the I	<b>derch</b>	ınt Sh	ipping	Act, l	1894, or	ly (Tr	ading V	essels).	
Masters		-	-	_	1	2	191	623	1,177	1,546	1,638	1,592	1,322	870	495	188	78	42	9,76
Mates	-	-	2	7	15	58	2,334	3,077	2,528	1,685	1,099	818	630	329	161	35	18	32	12,7
Boatswains	-	-	-	-	1	3	132	290	375	399	323	247	155	72	29	5	2	3	2,0
Carpenters	-	_	-	-	-	3	226	291	239	259	217	176	140	71	36	8	5	-	1,6
Sailmakers	-	-		-	-	1	34	37	42	34	3.5	48	45	21	13	4	-	-	3
Quartermasters	-	-	-	-	-	4	148	184	125	134	111	83	64	26	8	1	1	-	8
Lamptrimmers	-	-	-	-	1	3	50	72	73	79	85	6 <b>2</b>	47	24	10	-	-	-	5
Other Petty Officers	-	-	-		-	-	3	9	6	10	4	5	5	1		-	-	-	
Able Seamen	1	1	11	43	203	457	5,548	4,253	3,006	2,501	1,914	1,694	965	457	180	46	18	39	21,3
Sailors undefined	8	30	42	70	190	209	930	585	408	284	251	211	218	124	93	42	16	11	3,7
Ordinary Seamen	44	95	287	495	652	640	1,052	175	74	21	25	10	10	5	4	2	1	5	3,5
Apprentices	27	152	422	582	629	511	552	6	_	-	-		-	-	_	-	-	8	2,8
Boys	76	233	355	311	136	65	65	12	2	1	1	_	-	_	_	_	_	_	1,3
Engineers	-	2	_	1	2	19	2,659	3,366	2,379	1,642	1,398	927	640	283	122	43	10	12	13,5
Firemen or Firemen and Trimmers.	-	_	12	12	69	137	2,712	3,804	3,178	2,371	1,352	872	440	176	75	21	5	16	15.2
Frimmers	- 1	1	2	11	104	192	1,303	566	218	93	52	17	4	2	1	1	-	-	2,5
Donkeymen	-	-	1	1	4	7	89	233	349	329	272	171	103	29	19	5	2	_	1,6
Dilmen and Greasers	-	-	_	-	1	4	108	<b>22</b> 5	225	216	132	87	46	21	4	-	-	_	1.0
Other Persons in En-	-	2	1	ì	2	3	51	105	115	99	70	44	37	18	6	-	1	_	56
gineers' Department.											~			٠.					_
Surgeons Pursers, &c		2	_ 5	_	_	20	22	97	77 150	64 85	26 44	19 34	12	17	1 5	2 1		_	33
	84	242	525	709	963	990	169	161 3,392	2,261	1,733	1,161	926	14 624	320	122	41	- 6	- 15	18,74
	3		1			5	4,630 65	102	154	148	1,101	94	50	29	7	3	_	16	78
Cattlemen	_	_	_	- 8	34	37	331	188	125	125	67	27	25	7	4	'	_	1	97
Pilots	_	_	1	3	_	1	7	19	19	30	30	52	35	26	14	11	2	1	32
Other Persons	_	1	4	10	8	20	160	183	147	109	100	57	38	10	8	2	3		88
Not stated		_	_		_	_ "	_	_	_	_	_	_	_		_		_	2,015	2,01
Total	245	761	1,671	2,270	3,024	3,391	23,471	22,053	17,452	13,998	10,527	8,273	5,689	2,956	1,415	461	166	2,201	120,00
						Į.	•							<u> </u>		!			
	SE	AMEN	on VI	SSELS	regist	ered t	inder t	ooth P	arts I.	and I	V. of the	he Me	rchant	Ship	ping A	ct, 1894	(Fishin	g Vesse	ls).
Skippers	-		-	-	-	1	82	336	567	614	478	305	151	76	38	10	4	4	2,6
Second Hands	-	-	-	-	1	5	218	451	486	393	313	132	79	51	19	3	-	4	2,15
Boatswains	-	-	-	_	2	1	100	124	83	58	27	20	- 15	-	-	-	-	2	4.8
Fishermen		-	-	_	289	348	2,114	1,471	991	724	515	312	203	119	64	24	9	14	7,19
Apprentices	7	27	59	71	78	57	85	-		-	_		-	-	-	-	-	3	35
Boys	31	49	171	293	34	16	7	3	2	1	_	1	_	2		-	-	2	61
Engineers	-	-	_	-	3	12	433	523	478	455	309	205	92	51	11	-	2	8	2,57
Firemen	-	-	_	_	15	19	149	109	70	50	29	27	16	8	3	-	1	1	48
Trimmers	-	_		-	93	75	304	131	56	31	29	7	3	4	2	1	-	1	73
Stewards and ooks	11	33	146	102	58	58	186	220	200	157	160	99	78	53	33	6	'1	8	1,60
Other Persons	-	_	-	-	-	-	1	1	1	_	1	1	_	_	1	-	-	1	
	-	_	-	-	_							_		_					
Not stated																			
Total	49	109	376	498	573	592	3,679	3,369	2,934	2,483	1,858	1,109	687	364	171	44	17	38	18,8

#### TABLE 17.

#### SEAMEN BORN IN THE BRITISH ISLANDS.

#### SUMMARY OF TABLES 18 TO 20.

TABLE showing the AGES and RATINGS of the SEAMEN who were BORN in the BRITISH ISLANDS\* and employed on the 31st of March, 1901, on SEA-GOING VESSELS (except YACHTS and FISHING VESSELS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands; distinguishing Seamen employed upon Sailing Vessels from those employed upon Steam Vessels.

										Age.									
Rating.	Under 15,	15-	16-	17-	18-	19-	20-	26-	30-	35-	40-	45-	<b>5</b> 0 ·	56-	80-	65-	70 and up- wards.	Not stated.	Tota
	,			'	<del> </del>				On SAI	LING V	'KS8BL	.s.			1				
asters	_		_		1	1	178	456	621	687	680	688	635	470	300	120	59	10	4,88
ates	i -	_	1	4	6	28	816	618	348	238	200	211	145	92	57	12	6	4	2,78
atswains	-	-	-	-	-	1	35	48	<b>3</b> 5	46	38	29	20	6	4	-		1	20
ilmakers		_	_	_	_	1 1	50 32	57	29	19 33	29 29	27	2d 40	15 22	7 13	2 4	1	=	20
ilmakers artermasters		i	_	_	_			1	- 51	-	1	! 2	-		-	1	] =	_	"
mptrimmers	-	-	-	_	-	_	3	_	¦ —	_	_	1	-	-	-	_	_	-	l
her Petty Officers	-	_	-	-	-	_	_	-	_	-	-	_	-	-	-	-		-	-
le Seamen lors Undefined	4	1 27	35	21 59	80 160	164	1,701	1,059	712	521	478	423 126	241	118	60	19 36	7	13	5,0
linary Seamen	26	34	126	217	298	180 352	740 605	396 103	267 53	171	140 16	1270	141	85 5	76 2	30	14	4	2,8 1,8
prentices	14	105	287	438	471	381	439	4		. <del>-</del>			_ "	_	_		-	4	2,1
уз	36	89	103	116	54	28	26	7	1	, –	_	-	-	_	-	_	-	_	4
gineers	-	-	-	-	-	-	-	-	, –	ı —	-	-	<b> </b> -	-	-	-	-	-	-
emen or Fire- nen and Trim- Lers.	-	-		-	-	-	-	_	i —	_	<b>-</b> .	-	-	-	-	_	_	-	-
mmers	-	-	_	_	-	-	-	-	-	-	-	-	_	-	-	_	-	-	-
nkeymen	-	_	-	-	-	-	-	-	: —	_	-	-	-	-	-	-	-	-	-
lmen and reasers.	-	_	-	_	-	-	_	_	! -	_	-	-	-	-	_	i –	-	-	-
ner Persons in Engineers' De-	-	-	-	_	-	-	-	-	<u> </u>	_	-	-	-	-	-	-	-	-	-
artment. Yeons	-	-	-	_	-	<b> </b>	_	1	1	_	-	_	- 1	-	_	. –	_	-	
rsers, &c	-	_	-	-	1	-	4	3	3	2	-		-	1	-	l —	-	-	1
wards, &c	22	49	118	121	149	127	267	154	87	117	88	111	100	67	27	13	3	4	1,6
wardesses, &c		-	_		_	_	3	5	4	ľ	8 1	1	_	_ :	_	_	_	_	
ote		_	_	_	_	_	3	12	9	19	18	36	29	17	13	7	2	_	<u> </u>
ner Persons	-	_	1	1	2	1	3	A	2	8	7	2	5			, <b>_</b>	_	_	1
Fotal	102	285	675	977	1,222	1,:.65	4,905	2,963	2,199	1,855	1,728	1,703	1,392	898	559	216	93	47	23,0
					<del>'</del> .	·			On ST	BAM V	ESSEL	3.	<u> </u>	<u> </u>	<u>'</u>	!	<u> </u>		<u></u>
sters	_	_	;		<del>-</del>	1	12	163	530	831	887	841	642	374	184	65	19	10	4,5
ite:	-	_	1	2	9	26	1,344	2,332	2,046	1,369	840	580	453	225	104	23	12	8	9,9
stewains	-	-	-		1	2	86	224	326	336	259	210	123	63	25	5	1	-	1,6
rpenters		_	_	_	<b>-</b>	2	173	220 4	191	22A) 1	176	136	103	51	29	-8	4	-	1,3
artermasters		_	! <del></del>	_	· <del></del>	-	142	174	118	126	100	76	60	26	8	=	1		; , 8
mptrimmers	_	-	_	_	1	3	48	68	84	73	76	57	47	28	9	_		_	1 4
er Potty Officers	-	_	-	_	-	<b>-</b>	2	8	4	9	4	4	5	1	-		-	-	1
le Scamen	-		7	19	107	252	3,383	2,787	2,048	1,755	1,288	1,157	668	315	116	22	8	8	13,8
lors Undefined	2 18	3 54	7 144	11 285	30 394	28 280	175 292	186	149	110	110	83 5	78	38	17 2	-6	2	3	1,6
prentices	12	46	124	127	136	109	85	2			_'			_		_	_		1 4
ys	35	154	244	180	74	32	27	4	_		1	i –	. —	_	-	_	-	-	1
gineers	-	2		1	1	18	2,574	3,263	2,315	1,606	1,369	912	636	284	121	43	10	4	13,1
emen or Fire- en and Trim-	-	-	11	11	65	123	2,527	3,557	3,003	2,261	1,304	842	428	174	75	21	.5	6	14,4
iers.	_	1	2	11	99	175	1,218	492	196	83	47	16	4	2	1	1		_	2,5
koymen	_		1	1	-	1/5	80	212	336	312	265	166	102	29	19	5		_	1,5
lmen and	-	_	-		! _	3	100	212	222	209	131	86	45	21	4	_	-	i –	1,0
reasers. er Persons in	_	2	1	_	2	3	49	100	114	99	67	44	87	18	6		1	_	
		_			-	-						-		[	-	ı	-	• !	
	-	_	-	-	<b>-</b>	-	17	82	67	58	22	16	11	9	1	2	-	-	2
artment. geons	4	2	5	5	4	18	147	141	134	71	40	34	12	14	5	1	- <u>.</u>	-	
nriment.		182	385	562	762	805	4,033	2,999	2,015	1,497	986 112	725	464 47	226 29	94 6	28	8	2	15,8
artment. geons georg &c	59		1	_ 5	24	28	60 260	149	140 102	140 104	112 55	90 24	23	7	3		_	1	7
ariment. Heons Wards, &c wardsses, &c	8	_			. 472		· ·	1	102	11	12	16	6	8	1	4	_	l _ <b>.</b>	•
artment. ::reons :reors, &c wards, &c wardenes, &c tlemen		-	- 1	3	_	1	4	7	10	11	1.0	_ 40				7			
artment. ::cons ::werk, &c. wards, &c. wardeses, &c. :tlemen		- - 1	1 3		<b>-</b> 5.	1 17	145	1(5	132	98	89	53	82	10	6	2	3	_	7
artment. geons				3	_	:	1	1	1		ı						į.		1

<sup>• 214</sup> Seamen on Sailing Vessels and 2,747 on Steam Vessels returned as "British' but with the nationality not otherwise defined, have not been included in this table.

#### TABLE 18.

#### SEAMEN BORN IN THE BRITISH ISLANDS.

#### COASTING TRADE.

TABLE showing the AGES and RATINGS of the SEAMEN who were BORN in the BRITISH ISLANDS,\* and employed on the 31st March, 1901, on COASTING VESSELS (except YACHTS and FISHING VESSELS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands; distinguishing Seamen employed upon Sailing Vessels from those employed upon Steam Vessels.

										Age	•								
Rating.	Under 15.	15-	18-	17-	18-	19-	20-	26-	80-	35-	40-	45-	50-	55-	60-	65-	70 and up- wards.	Not stated.	Tot
									On SA	ILING	VRSS	els.					-		
fasters	_	-	-	-	1	1	186	395	489	496	496	509	484	350	261	110	55	8	3,8
lates	_	_	1	2	5	-5	155 5	171	129 8	110	84 5	97 8	66 2	87 3	31 1	8	4	4	!
arpenters		_	_	_		_				_	_	_°	_	_		_	_		_
silmakers	_	_	'	_	_	_	_	_	_	_	_	_	_	_	_	_	_		- ا
uartermasters		-	-	_	-		-	-	_	-	_	-	-	_	-	-	-	-	-
imptrimmers	-	-	-	_	_		-			-	-	-	-	_	-	-	_	-	-
ther Petty Officers	_ :	- 1	- 3	16	38	68	579	389	244	147	128	107	- 86	 55	41	18	7	-4	1.
ilors Undefined	-4	27	35	59	158	178	736	395	255	171	139	126	140	85	76	35	14	7	2,
rdinary Seamen	14	14	62	113	149	188	279	66	41	10	12	4	6	3	2	2	ī		
pprentices		4	12	11	11	16	13	1	_	_	_	-		_	-	_		-	
оув	18	37	62	67	24	12	16	5	1	-	_	-	-	-	-	-	-	-	ĺ
onkeymen	-	-	-	-	-	-	-	-	_	-	_	-	-	-	-	_	-	-	-
argeons	-	-	-	_	-	-	-	-	_	_	_	_	_	_	-	-	-	_	-
ursers, &c tewards, &c	13	35	81	- 81	108	91	139	49	14	18	13	14	12	12	11	7	-,		-
tewards, &c			- 81	- 01	105		126	_		- 15	12					_'			-
ttlemen	l –	_	_	_	_	_	_	_		-		_	_	_	_		_	_	-
ilots	-	-	_	_	_	-	3	11	9	19	18	36	29	17	13	7	2	_	
ther Persons	-	-	-	-	_	-	-	-	_	1	1	-	1	-	-	-	-	-	
. Total	49	118	266	349	489	589	2,090	1,493	1,190	978	895	901	826	562	436	185	85	26	11,
	<u></u>																		<u>i</u>
									On S	rea M	Vessi	ela.							
lasters	-	_	-	-	-	1	10	85	134	221	226	259	199	160	98	41	16	4	1,
ates	-	-	1	1	4	8	99	229	271	247	208	177	158	91	55	9	10	6	1
oatswains	_	_	_	- 1	1	1 1	11	13 22	22	26 22	12	82 21	25 19	18 12	5 8	1	1 2	_	1
arpenters	_		_	_	_	_'	10	- 20	18 1	-	18 1	1			-				
aumikers Quartermasters	_	_	_	_	_	_	1	8	11	19	6	14	13	8	4	_	1	_	
amptrimmers	-	_	_	_	_	1	4	6	10	14	12	13	8	1	8	_		_	
ther Petty Officers		-	-	_	_	-	_	-	_	1	_	-	_	_	_	_	-	_	
ble Seamen	-	-	8	5	28	58	432	4462	381	341	268	249	188	118	57	11	3	7	2
ailors Undefined	3	8	7	10	30	27	158	160	135	101	100	72	86	32	16	6	. 2	2	
ordinary Seamen	8	2	12	26	22	22	36	8	-	3	2	4	-	-	-	-	-	-	ŀ
opprentices	13	1 34	8 58	66	2 26	1 21	1 15	8	_	1	1	=	_	_	_	_	_	=	
oys Ingineers		_		1	1	6	158	524	412	408	364	297	238	142	55	26	10	1	2
iremen or Firemen and Trimmers.	-	-	10	10	46	50	418	531	541	408	297	214	184	87	50	19	5	i	2
and Trimmers.	_ '	_	1	1	9	10	30	31	23	13	8	5	1	1	1	1	_	_	
Oonkeymen	-	_	li	ī	_	_	10	18	26	31	37	31	21	10	10	4	2	_	1
Dilmen and Greasers	] —	-	-	-	-	2	7	14	6	5	6	7	5	4	8	_	-	-	1
ther Persons in Engineers' Department.	-	2	1	_	2	2	11	22	19	28	18	13	14	8	1	-	1	-	
urgeons	l –	-	_	_	_	-	_	_	_	2	_	-	-	1	-	_	_	-	
ursers, &c	-	-	-	1	-	_	6	18	9	8	2	1	2	2	<b>-</b> .	_	_	-	
tewards, &c	11	14	86	42	57	48	255	228	152	121	110	68	63	39	80	14	2	2	1.
tewardesses, &c	1 -	-	-	-	-	-	20	23	26	18	19	11	11	8	2	1	-	1	}
Cattlemen		_	-,	<b>-</b> .	_	-,	3	4	8	9	8	3	8	3	1	_	_		<b> </b>
Pilots Other Persons	=	=	3	7	3	1 1	6	8	13	10 5	10 6	16	5 7	8 4	1 2	2	8	_	
Total	20	56	136	180	226	241	1,700	2,202	2,225	2,060	1,733	1,512	1,229	752	377	141	58	24	14
		<del> </del>	<u> </u>			<del>                                     </del>		<del> </del>	<u> </u>			<del>                                     </del>						<del> </del>	-
Total on Sailing and	78	174	392	529	715	780	3,790	3,895	3,415	9 090	2,628	9.419	3,055	1,314	813	326	143	50	26

<sup>\* 81</sup> Seamen on sailing vessels, and 125 Seamen on steam vessels returned as "British," but with the Nationality not otherwise defined, have not been included in this Table.

#### TABLE 19.

#### SEAMEN BORN IN THE BRITISH ISLANDS.

#### HOME TRADE.

TABLE showing the AGES and RATINGS of the SEAMEN who were BORN in the BRITISH ISLANDS,\* and employed on the 31st March, 1901, on Home Trade Vessels (except Yachts and Fishing and Coasting Vessels) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands; distinguishing Seamen employed upon Sailing Vessels from those employed upon Steam Vessels.

		On Sailing Vessels,  On Sailin																	
Rating.	Under 15.	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70 and up- wards.	Not stated.	Total
									On 84	ILING	VESS	els,							
Masters	_	<u>-</u>	1 1 1	_			54	51		30	24 1 -		19	- -	- -		- -	-	298 271 9
Quartermasters Lamptrimmers Other Petty Officers Able Seamen Sailors undefined	- -	<u>-</u>	- - 1	_		-  -  9	97	1		-	_   16	<u> </u>	 8	-	<u>-</u>	_	- - -	- - - -	   
Ordinary Seamen Apprentices Boys Donkeymen Surgeous	- 3 -	- - -	-	- 6 -	3	- - -	2	=		  -  -	Ì	  -	-	- -	- - -	- - - -	- - -	- - -	172 7 18 —
Pursers, &c	- 6 - -	4	19 - - -		17 - - -	14	1	9	6	1	3 - - -	2	1 - - -	1 - - -	- 2 - -	1	_	- - - -	140 1 - -
Total	ıı	12	84	56	65	63	253	148	138	118	89	78	75	40	28	10	4	2	1,224
	<del></del> -			-			ı	i	On 8	TEAM	VE881	La.	,		1		-	1	<del></del>
Masters Mates Boatswains Carpenters Sailmakers Quartermasters Lamptrimmers Other Petty Officers Able Seamen Sailors undefined Ordinary Seamen Apprentices Boys Engineers Firemen or Firemen and Trimmers Trimmers Dcukeymen Ollmen and Greasers Other Persons in Engineers Surgeons Pursers, &c. Stewards, &c.						3 1 1 - 3 0 - 3 1 8 2 3 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	223 3 3 3 — 11 3 — 219 11 15 — 1 68 179 — 1 — 106	3 97 8 99 - 4 2 - 241 14 3 3 - 1 164 279 3 16 8 108	152 17 9 - 3 4 - 222 10 2 - - 150 250 4 24 6 6	777 132 19 9 — 6 7 — 214 8 — 129 231 2 26 8 2 1 1 69	70 87 28 12 — 5 9 — 1711 7 — 146 158 8 3 — — 59 — 59	80 72 16 14 - 7 3 - 146 9 - - 89 118 20 2 2 2 3	68 83 21 6 - 3 5 5 - 96 10 - - 77 76 1 14 2 - -	57 55 10 5 	29 24 4 5 - 19 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6 8 8 1 1 2 8 2 6 6	2 1 - 1 - - - - - - - - - - - - - - - -	3 2 - - - - - 1 1 1 - - - - - - - - - - -	419 739 124 75 — 31 39 — 1,422 78 68 — 74 887 1,347 40 142 52 11
Stewardesses, &c Cattlemen	14	_ _ _ _ _ 27	   45	- - - - 54	74	   83	9 - 2 - 2 - 677	13 1 . 1 —	14 - 1 - 1,001	18 - 1 - 960	10 - 1 - 792	11 - - - 647	7 - 1 - 510	5   263	1 - - - 138	1 - - - - 87	- - - - 8	- - - - 9	89 1 5 2 6,324
Total on Sailing and Steam Vessels.	35	39	78	111	139	146	930	1,118	1,139	1,078	881	725	585	323	161	47	12	11	7,548

<sup>22</sup> Seamen on sailing vessels and 215 on steam vessels, returned as "British" but with the Nationality not otherwise defined, have not been included in this Table,

#### TABLE 20.

#### SEAMEN BORN IN THE BRITISH ISLANDS.

#### FOREIGN TRADE.

TABLE showing the AGES and RATINGS of the SEAMEN who were BORN in the BRITISH ISLANDS,\* and employed on the 31st March, 1901, on FOREIGN-GOING VESSELS (except YACHTS and FISHING VESSELS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands; distinguishing Seamen employed upon Sailing Vessels from those employed upon Steam Vessels.

								1	lge.										
Rating.	Under 15.	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70 and up- wards.	Not stated.	Tot
						·			On Saili	ng Ves	sels.			<u> </u>	•	•		<u>'</u>	<u> </u>
lasters	_			_	_	_	1	39	89	123	141	142	107	94	26	8	1	_	7
fates	-	-	-	1	1	21	607	396	175	98	92	91	60	46	17	-	1	-	1,6
oatswains	-	-	_	- ,	_	1	27	36	27	38	32	21	16	3	8	<b> </b> –	-	-	:
arpenters	_	-	-	-	-	1	50	<b>67</b> ,	29	19	29	27	28	15	7	2	1	-	. :
tilmakers	_	-	-	_	-	1	32	33	37	33	29	42	40	22	13	4	-	-	
hartermasters	_	-		_	_	-		1	_	-	1	2	· —	-	-	1	-	-	
ther Petty Officers	_	-	- :	-		-	3	-	_	-	_	1	. –	-	_	!	-	-	
hla Gaaman	_	-	_	-,			7.005		400			-	-	·	-	_	-	-	
tilors Undefined	_		_ '	1	32	87	1,025	614	429	344	334	300	147	59.	15	3	_	9	3,
rdinary Seamen	10	15	 52	78	119	150	276	29	8	- 2	4	_	_   2	,	. =	_	-	4	
pprentices	14	101	275	427	457	363	424	. 28	_ °		_	_	ځ		_	_	1 <u> </u>	4	2,
OÝ8	15	29	39	43	27	16	9	2	_	_	_	_	_	_	í	_	_		-,
ngineers	_	_	-	_		_	`			_		_		_	·	_	: _	_	_
remen or Firemen and	_	;		_ !		_				_		-	_	_	·	_		! –	_
Trimmers.			_ '				١,											_	
onkeymen	_	_	_		_	_ [	_						_	_	_	_	_	_	_
ilmen and Greasers	_			_	_	_	_	_		_		_	_	_	_	:	_	_	_
ther Persons in En-	_	_	_ !	_		_	_	_	_			_			_	_	I _	_	_
gineers' Department.							_		_		. –		!		i		•	ļ	
argeons	_	-		-		_		1	1	_	_	_		<b>-</b> ,	; <del>-</del>	-	_	-	
	3	10	10	- 07	1	-	4	3	3	2	- 70	-05		1	-	_		2	,
	_ 3	10	18	21	29	22	99	96 5	67 4	92	72	95	87	54	14	5	1	2	' '
ittlemen	_	i = i			_		4	b	. 1	1	3 1	1		_	i _	_		_	
liots		_	_	_	_		_	1	_	_	_,	_	_	_	ΙΞ		! _	_	;
ther Persons		l _ l	1	1	. 2	1	3	6	2	7	6	2	4	_	_	_	i _	_	:
. Total		-													-	-	<u> </u>		
10tal	43 	155	385	572	668	663	2,562	1,322	871	759	744	724	491	296	95	21	4	19	10,
						<del></del> ;			On Stee	m Ve	ssels.								
asters	-	-	-	-	- !	-	-	75	354	533	592	502	375	177	62	18	1	3	2,
ates	-	-	- 1	1	5	15	1,223	2,006	1,623	990	545	331	217	79	25	6	1	-	7,
oatswains		-	- :	-	- 1	1	72	203	287	291	224	162	77	35	16	1		-	1,
arpenters	_	-	;	-	-	-	160	189	164	189	146	101	78	34	16	2	1	-	1,
uartermasters	_	-	_	-	_		-	4	2	1	1	2	4	1	_	_	. –	_	
amptrimmers	_	_	_	_	-,	2	140	162	104	101	89	55	44	16	4	_	_	_	:
	_		-	_	1	. z	36   2	60 8	50	5 <u>2</u> 8	55 4	41 4	34	17	5	_	_	_	•
EDAT PAtty ()fficers	-		2	10	79	184	2,682	2,100	4 1.445	1,200	849	763	5 <b>384</b>	155	60	9	2	_	' 9.
hia Reamen			-	10		104	2,002	12	1 1		3	2			-	ے ا	i _*	_	
ble Seamen	_	l _	_						2	1	_	ĩ	1	_	1	_	_	_	1,
ble Seamen	_ _ 	50	127		255	198	241		11	4						ı	i	2	-1
ble Seamen	_ _ 	50 45	127 121	 201 121	255 184	196	241 84	31	11	4		_	_	_		<b>!</b> —	_		
bie Seamen	12 12 17	45	121	121	184	108	84		11 - -	- - -	-	_	_		; <u> </u>	_	_		
ble Seamen	12					108 8	84 11	31 2 —		-	- - 859	  526	- - 321	- 107	= -	- 10		- 2	i
bie Seamen	12	45 107	121	121	184	108	84	31	11 - - 1,758 3,212	1,069 1,622	-	-	- 321 168	- 107 59	47 12	10	- -	-	į <sub>9,</sub>
ble Seamen	12	45 107 2 —	121 168 —	121 92 — 1	184 37 — 13	108 8 11 65	84 11 2,353 1,950	2 - 2,775 3,747	- 1,7 <b>58</b> 3,212	 1,069 1,632	 859 851	 526 510	168	1	47	10	- - -	- 2	9,
ble Seamen	12	45 107	121 168	121 92 —	184 37 —	108 8 11	84 11 2,353	31 - 2,775	_ _ 1,753	  1,069	- 859	 528		1	47	10	- - - -	- 2	9, 10,
ble Seamen	12	45 107 2 —	121 168 —	121 92 — 1	184 37 — 13	108 8 11 65 163	84 11: 2,353 1,950 1,168 61	31 2 - 2,775 3,747 458 178	 1,753 3,212 169 287	 1,069 1,632 68 255	859 851 36 202	 526 510 9	168 2 67	59  15	47 12 -	10 - 1	-	2	9, 10, 2,
ble Seamen	12	45 107 2 —	121 168 —	121 92 — 1	134 37 — 13	108 8 11 65 163 1	84 11: 2,353 1,950 1,168 61 93	31 2  2,775 2,747 458 178 190	 1,758 3,212 169 287 210	 1,069 1,622 68 255 196	859 851 36 202 121	 526 510 9 115 77	168 2 67 38	59 - 15 15	47 12 -	  -	-	2 4	9, 10,
ble Seamen	12 17 — — —	45 107 2 —	121 168 —	121 92 — 1 10	184 37 — 13 89 —	108 8 11 65 163	84 11: 2,353 1,950 1,168 61	31 2 - 2,775 3,747 458 178	 1,753 3,212 169 287	 1,069 1,632 68 255	859 851 36 202	 526 510 9	168 2 67	59  15	47 12 -	  -	-	2 4	9, 10, 2,
ble Seamen	12 17 — — —	45 107 2 —	121 168 —	121 92 — 1 10	184 37 — 13 89 —	108 8 11 65 163 1	84 11: 2,353 1,950 1,168 61 93	31 2  2,775 2,747 458 178 190	 1,758 3,212 169 287 210	 1,069 1,622 68 255 196	859 851 36 202 121	 526 510 9 115 77	168 2 67 38	59 - 15 15	47 12 -	  -	-	2 4	9, 10,
ble Seamen	12 17 — — —	45 107 2 —	121 168 —	121 92 — 1 10 — —	184 37 — 13 89 — —	108 8 11 65 163 1	84 11: 2,353 1,980 1,168 61: 93: 37	31 2 2,775 2,747 458 178 190 78	1,753 2,212 169 287 210 95		859 851 36 202 121 46	526 510 9 115 77 29	168 2 67 38 23	15 15 15 7	47 12 6 1 5	- 1 -		2 4	9,
ble Seamen	12 17 — — — — — —	107 2 - 1 1 -	121 168 — 1	121 92 — 1 10 — —	184 37 — 13 89 — —	108 8 11 65 163 1 1	2,353 1,950 1,168 61 93 37	31 2  2,775 3,747 468 178 190 78	1,758 3,212 169 287 210 95		859 851 36 202 121 46 22	526 510 9 115 77 29	168 2 67 38 23	15 15 15 7	47 12 6 1 5	- 1 - - 2	_	2 4	9, 10, 2, 1
bie Seamen	12 17 - - - - - - 4	45 107 2 - 1 - - -	121 168 — 1 ——————————————————————————————	121 92 — 1 10 — — — —	184 37 — 13 89 — — — —	108 8 11 65 163 1 1 1 -	84   11   2,353   1,950   1,168   61   93   37   17   141	31 2 - 2,775 3,747 458 178 190 78 82 128	1,758 3,212 169 287 210 95 66 123	1,069 1,622 68 255 196 69 55 62		528 510 9 115 77 29 16 33	168 2 67 38 23 11 10	59   -   15   15   7   8   11	47 12 6 1 5	- 1 - - 2 1	<u>-</u>	2 4	9, 10, 2, 1
ble Seamen	12 17 - - - - - - - 4 42	45 107 2 - 1 - - -	121 168 — 1 — — — — — — — 4 332	121 92 — 1 10 — — — —	184 37 — 13 89 — — — —	108 8 11 65 163 1 1 1 - 18 734	84   11 : 2,353   1,950   1,168   61   93   37   17   141   3,870	31 2 - 2,775 3,747 458 178 190 78 82 128 2,668	1,758 3,212 109 287 210 95 66 123			526 510 9 115 77 29 16 33 601	168 2 67 38 23 11 10 362	15 15 15 7 8 11 150	47 12 6 1 5 1 5	- 1 - - 2 1	<u>-</u>	2 4	9, 10, 2, 1, 13,
ailors Undefined ordinary Seamen pprentices oys ngineers iremen or Firemen and Trimmers. rimmers onkeymen other Persons in Engineers Department urgeons tewards, &c. tewards, &c. tatlemen.	12 17 - - - - - - - 4 42	45 107 2 - 1 - - -	121 168 — 1 — — — — — — — 4 332	121 92 - 1 10 - - - 4 501	134 37 — 13 89 — — — 4 671	108 8 11 65 163 1 1 1 1 - 18 734 4	84 11: 2,353 1,930 1,168 61: 93: 37: 17: 141: 3,670 31: 258:	31 2 	1,758 3,212 109 287 210 95 66 123 1,775 101		859 851 36 202 121 46 22 38 817 83	526 510 9 115 77 29 16 33 601 68	168 2 67 38 23 11 10 362 29 15	59 15 15 7 8 11 150 16	47 12 6 1 5 41 3	- 1 - - 2 1	- - - - -	2 4	9, 10, 2, 1, 13,
ble Seamen ailors Undefined ordinary Seamen pprentices oys oys ingineers oys rigener or Firemen and Trimmers rimmers onkeymen Himen and Greasers wher Persons in Engineers' Department urgeons tursers, &c. tewards, &c. attlemen.	12 17 - - - - - - - 4 42	45 107 2 - 1 - - - 2 158 -	121 168 — 1 — — — — — — — 4 332	121 92 - 1 10 - - - 4 501	134 37 — 13 89 — — — 4 671	108 8 11 65 163 1 1 1 1 - 18 734 4 28	84   11 : 2,353   1,950   1,168   61   93   37   17   141   3,870   31	31 2  2,775 2,747 458 178 190 78 82 128 2,668 57	1,758 3,212 109 287 210 95 66 123 1,775 101	1,069 1,632 68 255 196 69 55 62 1,307 104 95		526 510 9 115 77 29 16 33 601 68	168 2 67 38 23 11 10 362 29	59 15 15 7 8 11 150 16	47 12 6 1 5 41 3	- 1 - - 2 1		- 2 4	9, 10, 2, 1,
ble Seamen silors Undefined rdinary Seamen pprentices oys ngineers riremen or Firemen and Trimmers onkeymen filmen and Greasers ther Persons in Engineers Department, urgeons ursers, &c tewards, &c tewardesses, &c attlemen illots	12 17 - - - - - - - 4 42	45 107 2 - 1 - - 2 158 - -	121 168 — 1 — — — — — — — 4 332	121 92 - 1 10 - - - 4 501 - 5	134 37 — 13 89 — — — 4 671 — 24	108 8 11 65 163 1 1 1  18 734 4 28	84 11: 2,353 1,930 1,168 61: 93: 37: 17: 141: 3,670 31: 258:	31 2 	1,753 3,212 169 287 210 96 66 123 1,775 101 94	1,069 1,632 68 255 196 69 55 62 1,307 104 96		526 510 9 115 77 29 16 33 601 68 21	168 2 67 38 23 11 10 362 29 15	59  15 15 7 8 11 150 16 4	47 12 6 1 5 41 3 2	- 1 - 2 1 8 - -		2 4	9, 10, 10, 11, 11, 11, 11, 11, 11, 11, 11

<sup>• 121</sup> seamen on sailing vessels and 2,407 seamen on steam vessels returned as "British," but with the nationality not otherwise defined, have not been included in this table.

#### TABLE 21.

#### SEAMEN BORN IN THE BRITISH ISLANDS.

#### FISHING.

TABLE showing the AGES and RATINGS of the SEAMEN who were BORN in the BRITISH ISLANDS,\* and employed on the 31st March, 1901, on sea-going FISHING VESSELS registered under both Parts I. and IV. of the Merchant Shipping Act, 1894, in the British Islands; distinguishing Seamen employed upon Sailing Vessels from those employed upon Steam Vessels.

												Age.	;		:						
Rating.			Under 15.	15-	16-	17-	18-	19-	20-	25-	30-	36-	40-	45-	50-	56-	60-	65-	70 and up- wards.	Not stated.	Total
	-									C	)a 8a1	ILING	VESSI	ils.							
tippers	••		_	_	·	_	_	1	56	164	241	241	214	141	97	55	32	9	4	1	1,25
cond Hands	••.			-	-	-	·—	5	119	161	153	117	110	66	44	<b>3</b> 5	17	3	-	1	83
atewains	••		_	_	-	-	_	_	_	-	-	-	-	_	-	-	-	_	-	_	-
ishermon	•• .		-	-	_		164	179	972	627	358	281	244	<b>15</b> 2	117	85	54	21	7,	1	3,21
pprentices	••		1	9	28	27	36	84	48	<u>-</u>	-	-	-	-		-	-	_	_	3	18
<b>7</b> 3	••		28	42	109	166	21	14	7	3	2	1	-	1	-	2	-	_	_	2	30
ewards and Co	oks		11	24	126	76	26	18	20	5	8	4	12	10	6	9	4	3		2	34
ther Persons	••	••	-	-	-	_		-	-	-	-	-	-	-	_	-	_	-	-	-	-
Total	••	••	40	75	263	260	247	251	1,221	960	761	594	580	370	264	188	107	36	11		6,2
																			!	<u> </u>	
							-				Ов 81	BAM '	V esse	LS.							
kippers	••	••	_	_	_	-	_	-	27	170	524	373	259	164	<b>54</b> .	21	6	1	_	1	1,4
ecord Hands			-	-	-	! <del>-</del>	1	-	99	290	334	276	203	66	35	16	2	-	-	2	1,5
ostewains	••		-	-	-	-	2	1	100	124	83	57	27	20	15	_	_	-	-	2	4
hermen	••	••	-	-	-	-	124	168	1,150	841	681	491	270	159	85	34	10	8	2	8	3,6
Apprentices	••		6	18	31	44	43	23	87	-	-	-	_	-	-	-	-	-	-	1	2
Boys	••		8	7	62	127	13	2	-	-	_	-	-	-	-	-	-	-	-	-	2
Engineers	••		-	-	-	-	3	12	433	520	477	453	308	204	91	50	11	-	2	1	2,5
firemen or Fires Trimmers.	nen s	und	_	-	-	-	15	19	149	109	70	50	29	27	16	8	8	-	1	-	4
lummers	••	•	-	-	-	-	93	75	304	129	56	31	29	7	3	4	.2	1	-	1	7
Severds and Co	ooks	••	-	9	20	25	83	89	161	213	188	149	146	87	n	43	27	-3	1	-	1,2
Other Persons	• •	••	-	-	-	-	-	-	1	1	1	_	1	1	-	-	1	_	_	_	
Total	••	••	9	34	113	196	325	839	2,450	2,397	2,164	1,880	1,272	735	<b>37</b> 0	176	62	8	6	16	12,
Total on Sail Steam Ve	ing a	nd }	49	109	376	463	572	590	3,671	3.357	2,925	2,474	1.862	1,106	631	362	169	44	17	25	18,

<sup>4</sup> Seamen on sailing fishing vessels and 9 Seamen on steam fi hing vessels returned as "British," but with the Nationality not otherwise defined, have not been included in this Table.

TABLE showing the SEAMEN employed on the 31st March, 1901, under AGREEMENTS opened at Ports Agreements opened at Ports within the Home Trade Limits from Agreements opened at Ports outside

(NOTE.—Lascars under

						<u> </u>	[						Pe	tty Of	loers.	
Voyage.	Number	Tonnage of	Mas	ters.	Ma	ites.	Boats	wains.	Carp	enters.	Se mal	sil- kers.		rter- iters.	Lar	
	Vossels.	Vessels.	Total.	Foreignera.	Total.	Foreigners.	Total	Foreigners	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.
SAILING VESSELS.																
Home Trade (Runs to the United Kingdom)	6	7,057	6	-	6	-	2	2	1	1	-	-	_	_	-	· –
Agreements opened within Home Trade Limits for Foreign Voyages and—  (a) terminated in the British Islands	68	116,696	68	2	151	8	24	14	63	50	39	22	_	_	   <b>-</b>	. –
(b) terminated abroad	60	103,676	58	6	136	8	25	12	53	39	36	23	_	-	-	۱ –
(c) not reported terminated by May, 1902	35	56,295	<b>3</b> 3	1	67	4	17	9	27	21	21	15	_	<b> </b>	-	: -
Agreements opened outside Home Trade Limits for																1
Foreign Voyages and—  (a) terminated in the British Islands	8	7,187	8	-	13	-	1	1	6	4	4	4	-	-	-	۱ –
(b) terminated abroad	25	41,545	23	-	46	7	12	3	19	12	13	7	-	-	1	ļ —
(c) not reported terminated by May, 1903	5	4,861	5	-	10	2	1		2	2	2	_	_			_
Total	207	337,317	201	9	428	29	82	41	170	129	115	71	-	_	1	-
Percentage of Foreign Seamen in a each rating	_	_	_	4.2	_	6.8	_	20.0	_	75.8	_	61.7	_		_	_
STEAM VESSELS.														ĺ	!	1
Home Trade (Runs to the United Kingdom)	-	_	-		_	_	-	_	_	-	_	-	-	-	-	۱ _
Agreements opened within Home Trade Limits for Foreign Voyages and—	89	172,335	89	1	211	6	64	44	77	64		_	4	_	8	(
(a) terminated in the British Islands	109	222,835	109	3	289	20	86	67	90	80	_	_	13	12	22	. 1
(c) not reported terminated by May, 1902	9	18,593	9	_	25	_	9	6	10	10	-	_	_	- <u>.</u>	<del>-</del>	_
Agreements opened outside Home Trade Limits for	!		۱.,				14	7	17	9	_	_	10	9	2	
(a) terminated in the British Labous		57,319	24 93	13	259	3 41	72	55	75	53	3	_	113	76	15	1
(b) terminated abroad	96	133,604 356,672	11	_	33	3	12	7	9	8	_	_	17	14	5	-
(c) not reported terminated by May, 1902	434	300,012					<u> </u>	<u> </u>								_
Total	552	961,358	335	17	885	73	257	186	278	234	3	-	157	111	52	3
Percentage of Foreign Seamen in cach rating	<u> </u>	<u> </u>		5.1		8.8	_	78.4	_	80.6				70.7		73
Sailing and Steam Vessels.		<u> </u>													i I	
Home Trade (Buns to the United Kingdom)	. 6	7,057	6	_	6	-	2	2	1	1	-	- '	_	_	_	' <u>-</u>
Agreements opened within Home Trade Limits for		900 003	157		940	14	88	58	140	114	39	222	4	_	 ' a	
(a) terminated in the British Islands	167	289,031	157 167	3 9	363 424	14 28	111	79	142	119	36	23	13	12	22	1
(b) terminated abroad	169	326,511 74,888	42	1	92	4	26	15	37	31	21	15			_	
(c) not reported terminated by May, 1902	1	12,000	10	•	"	•	· ~		"	-	-					
Agreements opened outside Home Trade Limits for Foreign Voyages and—  (a) terminated in the British Islands	33	64,506	32	-	81	3	15	8.	23	13	4	4	10	9	2	i .
(b) terminated abroad $\dots \dots \dots$	121	175,149	116	13	305	48	84	58	94	65	16	7	113	76	16	1 1
(c) not reported terminated by May, 1902	229	361,583	16		43		13	7	11	10	2		17	14		<u> </u>
Total	759	1,298,675	536	26	1,313	. 103	339	227	448	853	118	71	157	111	53	3
Percentage of Foreign Seamen in each rating	_	-	-	4.8	-	7.8	-	67.0	-	78*8	-	60.8	-	70.7	-	' 71": 

outside the BRITISH ISLANDE of the VESSELS; distinguishing those Limits, and showing the Foreign Seamen.

Asiatic Agreements are not it

							The state of the s
		1		Sai	ilors.	_	
	Petty cers.		ble men.		ilors efined.		VOYAGE
Total.	Foreignera.	Total.	Foreigners.	Total.	Foreigners.		,   VOIAGE
-	_	59	51	_	_		SAILING VESSELS.  Home Trade (Runs to the United Kingdom).
-	_	865	607	1	1	1	Agreements opened within Home Trade Limits for Foreign Voyages and— (a) terminated in the British Islands.
	_	773 385	534 295	_	_		(b) terminated abroad.
		•					(c) not reported terminated by May, 1992.  Agreements opened outside Home Trade
-	_	68 281	54 200	_	_		Agreements opened outside Home Trade Limits for Foreign Voyages and— (a) terminated in the British Islands,
-	_	45	33	_	_		(b) terminated abroad. (c) not reported terminated by May, 1902.
-	_	2,476	1,774	1	1	3	Total.
_	_	_	71.6	_	100.0	-	Percentage of Foreign Seamen in each rating.
-	_	_	_	_	-	-	STEAM VESSELS.  Home Trade (Runs to the United Kingdom).
-	_	550	490	_	_		Agreements opened within Home Trade Limits for Foreign Voyages and—  (a) terminated in the British Islands
-	-	720 72	659 58	_	_		(b) terminated abroad.
_	-		<b></b>	-	_		(c) not reported terminated by May, 1902.
-	-	145	90	-	-		Agreements opened outside Home Trade Limits for Foreign Voyages and— (a) terminated in the British Islands.
10 4	5	638 92	503 81	9	_	_	(b) terminated abroad.
14	9	2.217	1,851	9			(c) not reported terminated by May, 1902.
_	64.8	_	83.2	_	_	_	Total.
							{ each rating.
-	-	59	51	_	-		SAILING AND STEAM VESSELS.  Home Trade (Runs to the United Kingdom).
-	_	1,415	1,067	1	1	14	Agreements opened within Home Trade
-	-	1,493	1,193	-	-	ľ	(b) terminated abroad.
-	_	457	<b>35</b> 3	_	-		(c) not reported terminated by May, 1902.
-	_	213	144	-	-	1	Agreements opened outside Home Trade Limits for Foreign Voyages and— (a) terminated in the British Islands.
10	5	919	703 114	9	_	10	(b) terminated abroad.
		-					(c) not reported terminated by May, 1902
14	9	4,893	3,625	19	1	41	Total.
	64.8	_	77.3	-	10.0	_	{ Percentage of Foreign Seamen in each rating.

∹.

TABLE 23.

# SEAMEN ON COLONIAL VESSELS.

TABLE Showing the NATIONALITIES and RATINGS of the SEAMEN employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in BRITISH POSSESSIONS ABROAD, and trading on that day under AGREEMENTS opened in the BRITISH ISLANDS.

		- T		
Total.	186 45 42 8 8	<b>8</b>	01 88 11 18 80 83 4	117
.betata to N	1 1 1 1	1 1	1111111	1
Офрет Регеопа.	- 1 1 1 1	- 1	1111111	ı
Pilote	1 1 1 1	1 1	1.111111	ı
.nemelttaO	1111	1 1	1111111	1
Stewardesses, &c.	*	ea	1111171	-
Stewarda, &c.	8 4 4 1 1	8 ~	1 . 11111111111111111111111111111111111	16
Рагветв, &с.	1 1 1 1 1	1 1	1111111	i
Surgeons.	1 1 1 1 1	1 1	1111111	l
Other Persons in Engineers'	1111	1 1	1111111	1
. sressert bas aemilO		eo	111111	ı
Donkeymen.	- 1 1 1 1	г   I	1111111	ı
Тіптеть	1111	1 1	1111111	ł
Firemen or Firemen and Trimmers.	1 1 2 2	п	1111111	ı
Engineers	ro su	∞	1111111	ı
Boys.	es	eo	~ ~       ~	9
Apprentices.	10       10	so 1	-	en.
Ordinary Seamen.	22 4 1 1	4 1	2 2 1 1 2 1 1 1 2 1 1 1 2 1 1 1 1 1 1 1	7
Велготи Опфециод.	1111	1 1	1111177	1
Able Seamen.	41 18 20 1 1	180 es	4 71 11 1 8 84	*
Other Petty Officers.	1111	1 1	111111	ı
.srommittqma.I	1111	1 1		1
дивтюттва ста	11111	1 1	1111111	1
ereziamile8,	8	2   1	11/11111	1
Garpenfers.	· · · · · · · · · · · · · · · · · ·	4 1	1111111	i
Bostswains	9 1 8 1 9	10	1 8	9
Makes.	33	P.	1 19 1	88
Rieters	16  -   1	<b>a</b> 8	18116111	ä
	: : : :	: :		:
	:::::	: :	:::::::	:
	: : : :	Total Brittah Islands "Brittsh" not otherwise defined	: : : : : : :	:
Nationality.		Total Brittah Islands 'not otherwise define		Total Colonies
Nation	* : : : : * · · · .	al Brit other		i Colo
	I Wales	Tots	nd 18. (Britis)	Tota
	nd and nd nd nd nd nd Man	iritish	ifa ius ius inges (	
	England and Waless  Scotland  Ireland  Channel Islands	<b>#</b>	Australia Canada India Mauritius New Zealand West Indies (British) Other Colonies	
	H E H O A		Q A Z Z F O	_

Austria		!	!	-	1	<del>-</del>	_	-	! -	_	_	1	1	;	!	1	!	1	ı	- <del>-</del>	-	_	-	-	_	5
Denmark	1	-	ı	-	1	1		<u>.</u> 	  -		_	1	ı	!	1	1	1	į	ì	l	i			_		13
France	1	1	ı	ı	1	!			 				ı	1	ı	ı	ı	١	ı	1	-					81
Germany	i	69	<u> </u>	က	1	ı						ı	ī	1	1	1	1	i	1	1	4					8
Holland	1	1	ı	1	ı	ı					_	1	ı	1	ı	1	1	1	1	ı	!					<u></u>
Italy	1	ı	ı	i	i	ı						1	ı	ł	1	1	1	ı	1	ı	_					7
Norway	l ——	!	•	67	.1	ı							Ī	I —	1	1	1	ı	1	!	-					<b></b>
Portugal	!	ı	ı	,	ı	ı			-			1	1	1	ı	1	1	ı	ı	ì	!					2
Busetis	ı	ı	**	89	-	ı			<u> </u>			ı	-		1	!	1	i	ı	1	!					41
Spain nisag	1	1	1	ı	1	1	<u>'</u>	1		_	1	!	1	1	ı	1	ı	ı	1	ı	!	<u>.</u>	 	! 		*
Sweden	ı	1	•0	_	29	1			- 			1	ı	i	1	1	ı	ļ	ı	ı	સ					47
Other European Countries	1	1	1	!	1	1						1	ı	!	1	ı	ı	ı	1	1	1					en
. Total European Countries		200	•	•	675			! 15	-	8	1	1	1	1	1	1 .	1	1	1	1	9	<u> </u>	<u>                                     </u>	! 	1	8
Същ	'	1	1	1			: T	<del>                                     </del>	<u> </u>	<u> </u>	<del> </del>	l 1	1			1	1	1	1	ī	<del> </del>	<del>.</del>	<del>.</del>	1	1	20
Peru	1	ı	1	ı	<u> </u>	. 1	<u>'</u>	~	  ea	<u> </u>	1	!	1	1	1	1	1	1	ı	;	1	 	1		1	~
United States of America	ï	84	4	ı	1	1						_	1	!	1	1	1	1	1	ı	۲-				<u> </u>	8
Other American Countries	1	ı	1	ı	1	1						1	1	1	1	ı	1	I	1	1	1				1	٠.
Total American Countries	1	87	4	1		ı	1	<b>35</b>		<u> </u>	<u> </u>	-				I	1	1	1	1	<b>o</b> o	-	!!	1	1	8
China	ı	ı	1	1	ı	ı		1		1	1	1	ı	ı	ı	ı	ı	ı	1	ı	69		!	<u> </u>	1	61
	ı	ı	ı	ı	ı	1						1	ı	ı	.1	ı	1	I	ı	1	1					1
Total Asiatic Countries	ı	1	1	ı	1	1	1	1		1	ı	ı	ı	1	1	1	1	1	ı	ı	••	1	1	1.	1	es
Other parts of Africa (not British)	1	1	ı	ł	I	I	,	-	. I	1	1	1	I	1	1	1	1	1	ı	1	1	ı	:	1	ı	8
Total Foreign Countries	ı	•	13	6	87	1	'	112 -	1	**	1	1	t	1	1	ı	1	ı	ı	ı	31	-	1	1	1	908
Born at Sea Not stated	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1		1 1	1 1	1 1	1 1	11	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1!	1 1	1 1	- <b>+</b>
Total	1.7	8	8	E	6	+	<del>                                     </del>	888	~	22	<b>*</b>	•	-	Ħ	] '	-	65	ı	Ti	1	1 50	<del> </del>		-		8
				a to Z	The See		1.45					1	]													

NOTE.—The Seamen in this Table are also included in Table 24, but not in any other.

#### TABLE 24.

#### SEAMEN ON COLONIAL VESSELS.

TABLE showing the AGES and RATINGS of the SEAMEN employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in British Possessions Abroad, and trading on that day under Agreements opened in the British Islands.

											Age.								
Rating.	Under 15.	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70 and up- wards.	Not stated.	Total
Masters	_	_	_	_	_	-	_	_	3	9	6	7	7	10	4	1	_	_	47
Mates		-	-	_	-	_	8	13	8	8	9	5	5	5	1	_	_	_	62
Boatswains	-	_	-	_	_	_	4	6	8	1	5	4	2	_		-	-	_	30
Carpenters	-	-	-	_	-	_	_	2	2	5	1	2	1	1	_	-	-	_	13
Sailmakers	-	-	-	-	_	-	2	_	-	-	3	1	1	_	-		-	_	6
Quarter-masters	-	_	_	-	_	-	–	_	_	-	-	-	_	-	_	-	_	-	-
Lamptrimmers	-	-	-		_	-	_	-	-	-	-		-	_	-	-	-	-	-
Other Petty Officers	_	-	-	-	_	_	-	-	-	-	-	-	_	_	-	-	-	-	-
Able Seamen	-	3	-	3	11	25	109	86	27	22	19	16	11	3	4	_	_	-	339
Sailors undefined	-	-	-	-	_	-	-	1	_	-	-	_	-	_	_	-	-	1	2
Ordinary Scamen	-	4	9	6	10	19	29	3	-	-	고	1	-	1	_	_	-	-	- 84
Apprentices	-	2	2	1	3	_	-	-	-	-	-	-	-		-	-	-	_	8
Воув	-	Б	3	1	-	1	-	-	-	_	-	-	-	-	-	_	-	-	9
Engineers	-		-	-	-	_	3	3	2		-	-	-	-	_	<b>-</b> .	-	_	8
Firemen or Firemen and Trimmers.	-	-1	-	-	_	2	1	3	5	-	-	-	-	-	-	-	_	-	11
Trimmers	-	-	-	-	_	-	-	_	-	-	-	-	-	_	_	-	-	-	-
Donkeymen	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	_	_	-	ı
Oilmen and Greasers	-	-	-	-	-	-	-	-	2	-	1	-	-	_	-	-	_	-	3
Other Persons in Engineers' Department.	-	-	-	-	-	-	-	-		_	-	_	-	_	_	-	_	_	-
Surgeons	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	_	-	. <b>-</b>	-
Pursers, &c	-	-	-	-	_	-	_	-	-	- 1	-	-	-	-		-	-	_	-
Stewards, &c	1	2	3	2	3	-	11	9	6	9	5	6	7	3	-	-	-	-	67
Stewardesses, &c	-	- [	-	-	-	_	2	1	-	-	1	-	-	-	-	-	-	_	4
Cattlemen	-	<b>-</b> i	-	-	_	-	_	-	-	-	-	-	-	-	-	<b>-</b> .	-	-	-
Pilots	-	_ :	-	-	-	_	-	-	-	-	-	-	-	-	-	_	-	-	-
Other Persons	-	-	-	-	-	_	-	1	-	-	-	-	-	-	-	-	-	-	1
Not stated	-	-	-	_	_	_	-	_	_	-		_	_	_	_	-		_	_
Total	1	16	16	13	27	47	169	128	63	54	51	42	34	23	9	1	-	1	695

NOTE.—The Seamen in this Table are also shown in Table 23, but are not included in any other.

# TABLE 25.

SEAMEN ON FOREIGN VESSELS IN THE BRITISH ISLANDS.

Table showing the Number and Tonnage of the Vessels of Foreign Nationality which were in port in the British Islands on the 31st March, 1901, or arrived on the showing the following day, with the number of Seamen employed.

			Total.	139	89	œ	88	1,238	1,250	147	740	390	<b>88</b>	7	3,662	41	742	1,076	1,285	7.	12,154
			Other Foreign Seamen,	1	e1	1		_	-	ı	9	18	ı	1	61	1	ı	ı	4	1	88
		On Shore.	Same Nationality sa Vessel.	7	ı	1	•	\$	00	1	<b>6</b>	4	1	1	11	1	Œ.	7	==	ı	127
	Crew.	0	British.		67	ı	ឡ	ı	1	-	13	ı	_	1	<del>-</del>		ı	1	20	<b>∞</b>	<b>8</b>
Total.			Other Foreign Seamen.	*	8	<b>®</b>	136	9	Ħ	7	138	=	<b>®</b>	7	99	-	8	••	28	1	1,097
۴		Board.	Same Nationality as Vessel.	98	386	<u> </u>	\$	1,165	1,3%	8	1129	362	7.	1	3,158	46	603	1,056	1,162	-	10,738
		00	British.	- <del>-</del>	33	1	4	<b>80</b>	9	4	18	4	2	1	11	1	4	<b>6</b> 0	4	4	981
	ejs.	889V 1	o egannol' 35%	9,407	16,900	120	33,588	37,807	98,685	10,906	30,028	27,927	3,704	416	170,059	2,284	31,756	54,241	43,320	4,017	543,263
			No. of Vessels.	-	92	-	88	<u></u>	108	7	28	18	_	_	<b>₹</b>	4	8	4	*8	၈	188
-			ТогоТ	139	888	1	738	88	963	147	616	321	<b>8</b> 8	7	910	<u> </u>	381	.032	20 08	n	7,682
			Foreign Seamen.	<u></u>	ÇI		-	-	-	I	6	19			-	1	,				30
		On Shore.	Sa Vessel, Other			_	9	- 48	7	<u>'</u>	C1	4	' 	· 	*	-	- 2	13	- -		75
	Orew.	on S	ema8 ytilanoltaN		en		2			1	13	_	-		o1	<u> </u>				 	9
	ð		Seamen. British.	<u>z</u>	2	<u>.</u>	114	<u></u>	-	_	<u></u>	7	<b>œ</b>	7	174	<u>'</u>	18	en	<del>\$</del>		98
Steam.		Board.	Other Foreign	106	988		1	99	798	136	475		72				308	•	<b>28</b>	<u> </u>	
		On Be	Seme Vationality	31		1					15	- Si	- 20		0 1,119	-		3 1,013	- 86	<u>•</u>	7 6,756
İ			Britzah.		32		51	83	88	8		\$		146	- 10		- <del>1</del>	8	<b>3</b> 5	020	31 87
	ejs* ¦	essy 1	Net Tonnage o	9,407	16,900	!	27,313	16,723	42,380	10,900	21,494		3,704		56,265	 	15,946	53,220	30,784		\$28,721
ł			No. of Vessels.	7	91	ı	42	31	29	2	12	ដ			<b>6</b>	ı	12	#	7	69	386
			ЛачоТ	1	1	<b>∞</b>	38	280	906	l	134	28	l	i	2,343	47	361	#	373	က	4,473
		g;	Other Foreign Seemen,	ı	ı	ı	ı	ł	1	1	_	ı	i	ı	-	1	ł	ı	4	ı	9
		On Shore.	Same Nationality as Vessel	1	1	ı	1	83	1	ì	1	ı	ı	ı	7	1	69	1	•	ı	138
	Crew.		British.	1	ı	ı	1	ı	i	ı	ì	ı	ı	1	63	1	1	1	*	1	9
Sail.		ゼ	Other Foreign Seamen,	1	1		23	ബ	\$	ı	19	4	i	ı	<b>58</b>		8	ı	<b>\$</b>	-	41
		On Board.	Same Nationality as Vessel	ı	ı	ı	202	979	280	i	88	83	ı	ı	2,039	48	SS SS	43	318	1	3,968
			Y daitira	1	1	ı	_	1	n	1	_	64	1	ı	7	-	4	ı	_	-	88
	өја	689 J	o egannoT teN	ı	ı	150	97,386	21,064	24,315	ı	8,534	4,763	i	i	113,794	3,284	18,411	1,021	12,545	3,347	314,543
	-		No. of Vessels.		1	-	<b>8</b> 8	Ľ	67	1	<b>8</b> 4	•	1	1	340	4	<b>\$</b>	63	#	-	989
	<u> </u>	<u> </u>			:	:	:	:	-:	:	:	:	:	:	:	:	:	:	-:	•	<u>:</u>
1		hich th		:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
		y to w		:	:	:	¥:	:	: ¥:	:	:	:	:	:	:	:	:	:	:	States	Total
		Country to which the		Austria	Belgium	Brazil	Denmark	France	Germany	Greece	Holland	Italy	Japan	Mexico	Norway	Portug al	Russia	Spain	Sweden	United States	Tot

Special Reports on Educational Subjects. Issued by Board of Education :-SCHOOL GARDENS IN GERMANY. PUBLIC LIBRARY AND PUBLIC BLEMENTARY SCHOOL. Commelion between. Price 24st HEURISTIC METHOD OF TEACHING.

MODERN LANGUAGE TEACHING IN BELOTUM, HOLLAND AND GERMANY
SEDUSDAME SCHOOLS:—IN BARRY. Price Soft In Prussia. Price to
University and Securibary Education in France. Price Id. INTERMEDIATE EDUCATION IN WALES, AND THE ORNANISATION OF EDUCATION IN SWITZERLAND. Price 1s. 1st. Signification of Parson Systam. Decree of French Minister for Public Instruction, 26 Feb., 1901. Price Inf. System of Education in :- Ontario : Quelice : Nova Soutia, &c. : Manitube, &c. : West Indian; Cape Colony and Natal : Now South Water : Victoria : Queensland : Taemania : South Australia : Western Australia : Now Zouland : Ceplon : Malus : in fifteen parts. Price 8d, each. Becord Office Publications :-L CALERDARS. Imp. Svo. Cloth. Price 15s. per yol. :—
PARAL REGISTERS. Papal Letters. Vol. IV. 1852-1404.

II. LETT AND INDEXES. No. EV. Accient Correspondence of the Chancery and Excheques
III. PRIVE COUNCIL OF ENGLAND. ACTS OF. NEW SERIES. Vol. XXV. 1505-G. And XXVI. 1526-Price 12s IV. CHRORIGLES OF ENGLAND.—Royal 6vo. Half bound. Price 10s, per vol. > YEAR BOOKS OF THE RESON OF EDWARD III. Year 17. EXCHANGE BE BOLLS OF SCOTLAND. Vol. XXI. 1580-1586.
PRIVY COUNCIL OF SCOTLAND. Register. Vol. 111, 1629-1630. Price 15t. Price 10s, each, ANCIEST LAWS OF IRELAND. Brehon Laws. Vols. V. and VI. Military !-COLORIES SON PROTEUTORATES British, Military Forces of, 1902.

ENGINEERING MILITARY, Instruction in, Part 1. Field Defences, Part III. Bridging. Price 1s. 6d. cac DEFANTAT TRAINING. (Provisional, 1902.)

MEDICAL ORGANIZATION OF FOREIGN ARMIES. HANDROOK.

RIVER BANGES. MINIATURE AND SAFETY, Instructions for.

Price 3

STORTS UNED IN H.M. SERVICE. Priced Vocabulary of, 1902,

VOLUNTERISS IN CAMPS. Orders and Regulations for, (May 1902).

Price 1 WAR MATERIAL. Care and Progression of Boulations for, and for Magazines. Hydrographical :-Innu Chase, Pilot, F. Price 3s. 6d. Fifth edition, 1902. CENTRAL AMERICA AND THE UNITED STATES. West CORRE. Local Government Board :-Price M. SAMPARY CHECKETARGES OF THE BEDLINGTONORIUS CHEAR DISTRICT. Report on BROWNING IN CHARD RUBAL DISTRICT. Roport on. Emigrants' Information Office, 31, Broadway, Westminster, S.W., viz.:-Commiss, Harmona von. April 1902. Svo. Wrapper,

No. I. Camala. 2. New South Wales. 3. Victoria. 4. South Australia. 5. Quoensland. 6. Western Australia. 7. Tarmania. 6. New Zealand. 9. Cape Colony. 10. Natal. Price Id. each. No. 11. Professional Handbook desimg with Professions in the Colonics. 12. Emigration Statutes and General Handbook. Price 3d. each. No. 13. (viz., Nos. 1 to 12 in cloth).

Consolan Regenera, 1960. Surmary of. America, North and South. July 1901. Price 2d. Intended Emigration For :—Argentine Republic, price 2d. California, price Id. Ceylon, Oct. 1900, price 1d. Federated Malay States, Sept. 1901, price 6d. Maryland, price Id. Newfoundland, Nov. 1901, price 1d. South African Republic, price 3d. West African Colonies, Nov. 1901, price 6d. West Indies, price 6d. Highmore, Assist. Solicitor of Inland Revenue. 2nd edition. 2 vols.

Price 30s. OPRICA BY TREATTE. The map of. By Sir Edward Hertslet, K.C.B. Three vols.

ODMMORICIAL TREATTER (Hertslet's.) A complete collection of Treaties, &c., &c., between Great Britain and Foreign Powers so for as they relate to Commerce and Navigation, &c., &c. By Sir Edward Hertslet, K.C.B., &c., &c., Vols. 1, to XXI.

Price 15s, each, STATE PAREA. British and Foreign. Vol. 8t. General Index (chronologically and alphabetically arranged) to Vols. 65 to 79. (1573 to (886.) Vols. -81. 1888-9. 82. 1889-1890. 83. 1890-1. 84. 1891-c. 86. 1892-3. 88. -1893-4. 57. 1824-5. 88. 1896-6. 80, 4896-7. 90. 4897-8. Priss 104 each

Roard of Trade Janrual of Tanif and Trade Notices and Miscellaneous Commercial Information. Published weekly.

Index to Vols. 1 to 14. July 1886 to June 1893. And to Vols. X.V. to X.V. July 1893 to June 1896. Price 1s. Co.

L E1 1909.

Add to you Fabrica Z

## RETURN

# NUMBER, AGES, RATINGS, AND NATIONALITIE

# SEAMEN

On the 31st day of March 1901

VESSELS REGISTERED UNDER PART I OF THE MERCHANT SHIPPING ACT. 1894.

### BRITISH ISLANDS.

Bresented to both Bouses of Payliament by Command of Bis Majesty.



PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE.
By DARLING & SON, Ltm., 34-40, BACON STREET, E.

And to be purchased, either directly or through any Bookseller, from EYRE & SPOTTISWOODE, EAST HANDING STREET, FLEET STREET, E.C., and 32, AUNGDON STREET, WESTMENSTER, S.W.; or E. PONSONBY, 116, GRAFTON STREET, DUBLIS.

#### MERCHANT SHIPS AS ARMED CRUISERS.

RETURN to an Order of the Honourable The House of Commons, dated 1 May 1902;—for,

RETURN "of MERCHANT LINERS under CONTRACT with HIS MAJESTY'S GOVERNMENT for use as ARMED CRUISERS in WAR, in the form set out below":—

Name of Vessel and when Built.	Name of Company or Firm owning.	Tonnage.	Amount of Annual Subsidy.	Date of Expiry of Contract.
	<u>.</u>			
	•			

	•
Admiralty, 16 June 1902.	EVAN MACGREGOR.

(Mr. Cohen.)

Ordered, by The House of Commons, to be Printed, 17 June 1902.

#### LONDON:

PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

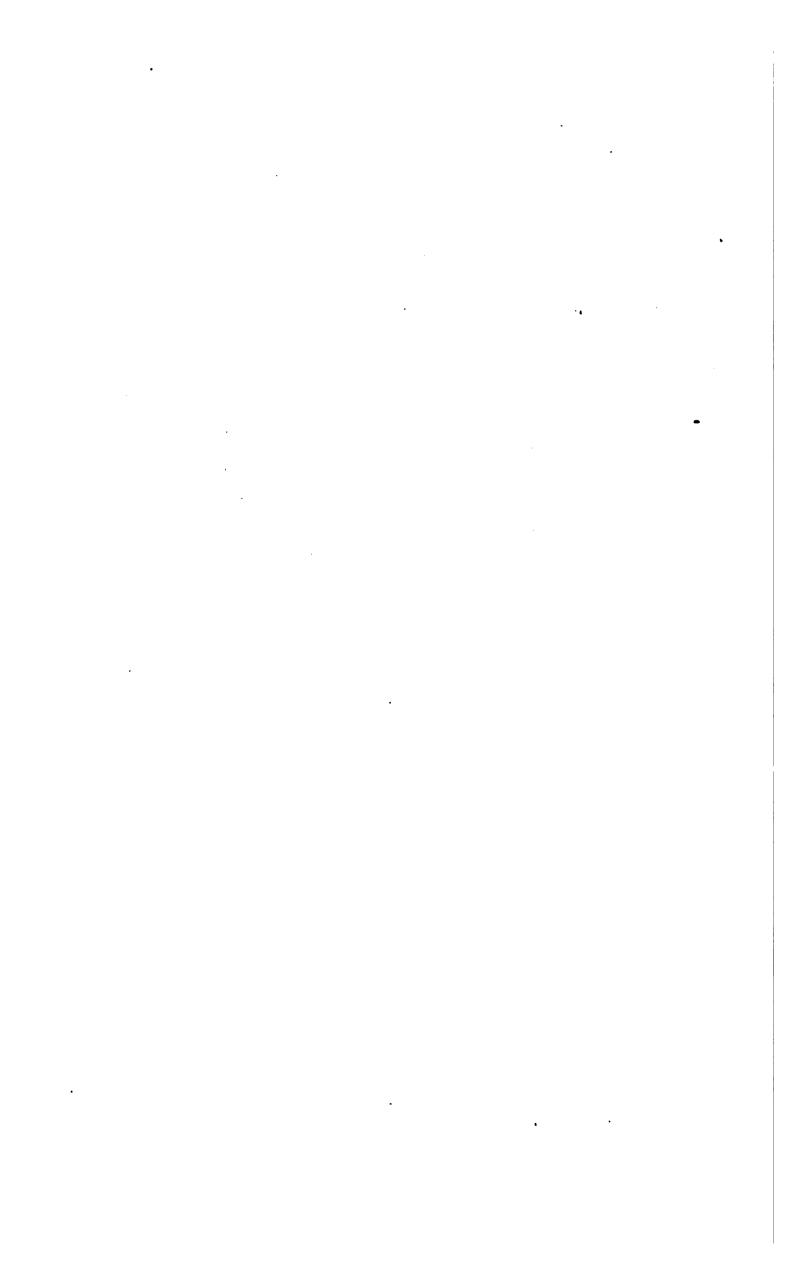
And to be purchased, either directly or through any Bookseller, from

EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or

OLIVER AND BOYD, EDINBURGH; or

E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

1902.



RETURN OF MERCHANT LINERS under CONTRACT with HIS MAJESTY'S GOVERNMENT for use as Armed Cruisers in War, in the form set out below:—

Name of Vessel.	When Built.	Name of Company or Firm owning.	Tonnage (Gross).	Amount of Annual Subsidy.*	Date of Expiry of Contract.
				£	
Oceanic -	1859	White Star Line	17,274	10,000	1st April 1905.
Majestic -	1889	,,	9,965	9,000	"
Teutonic -	1889	,,	9,984	9,000	,,
Britannic -	1874	,,	5,004	Nil	,,
Germanic -	1874	,,	<b>5,071</b>	, ,,	,,
Gothic	1893	,,	7,755	,,	,,
Cymric - Medic	1898 1898	,,	12,647	,,	,,
Campania -	1893	Cunard Common	11,985	,,,	", 1005
Lucania -	1893	Cunard Company	12,950	10,000	1st April 1905.
Umbria -	1884	,,	12,952	10,000	99
Etruria -	1884	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	8,128	8,000	"
Aurania -	1883	,,	8,120	Nil	"
Ivernia -	1900	,,	7,269 13,800	,,	"
Saxonia -	1900	"	13,963	"	"
Caledonia -	1894	Peninsular and Oriental	7,558	4,500	1st April 1905.
04.0404	1001	Steam Navigation Co.	7,000	4,500	ist April 1905.
Persia	1900	=	7,951	4,500	
Arabia -	1898	" "	7,903	4,500	,,
India	1896	·' "	7,911	4,500	,,
China	1896	" "	7,912	Nil	"
Egypt	1897	." · "	7,912		"
Himalaya -	1892	••	6,898	"	"
Australia -	1892	,, ,, -	6,901	"	"
Victoria -	1887	" " -	6,527	,,	"
Britannia -	1887	,, ,, -	6,525	,,	"
Arcadia -	1888	,, ,, -	6,603	,,	,,
Oceana -	1888	,, ,, -	6,603	,,	"
Omrah -	1899	Orient	8,291	4,500	1st October 1905
Ophir	1891	,,	6,910	4,500	,,
Ormuz -	1886	,,	6,387	Nil	"
Austral -	1881	"	5,524	,,	,, •
Orient -	1879	,,	5,631	١,,	,,
Danube -	1893	Royal Mail Steam Packet Co.	5,946	3,250	1st October 1905
Nile	1893	,, ,, -	5,946	3,250	,,
Thames -	1890	" " -	5,645	Nil	,,
Clyde	1890	,, ,, -	5,645	,,	,,
Lagus	1899	,, ,, -	5,545	,,	,,
Trent	1900	,, ,, -	5,573	,,	,,
Magdalena -	1889	,, ,, .	5,362	,,	,,
Atrato -	1888		5,366	,,	,,
Ortona -	1899	Pacific	7,945	4,500	1st October 1905
Orizaba -	1886	,,	6,298	Nil	,,
Oroya	1886	,,	6,297	,,,	,,
Oravia -	1897		5,321	,,,	, ,,
Empress of India.	1891	Canadian Pacific Railway Co.	5,905	3,250	6th April 1906.
Empress of China.	1891	,, ,, -	5,905	3,250	,,
Empress of Japan.	1891	,, ,, -	5,905	3,250	"
Tartar -	1883	,, ,, -	4,425	Nil	,,
Athenian -	1881	•	3,882	1	, ,,

<sup>\*</sup> Subject to a reduction of 25 per cent, for each ship in receipt of payment for carrying Mails.

MERCHANT SHIPS AS ARMED CRUISERS.

RETURN of Merchant Liners under Contract with His Majesty's Government for use as Armed Cruisers in War.

(Mr. Cohen.)

Ordered, by The House of Commons, to be Printed, 17 June 1908.

[ $Price \frac{1}{2}d.$ ]

218.

# NAVIGATION LAWS.

RETURN to an Order of the Honourable The House of Commons, dated 25 June 1902;—for,

RETURN "containing a REPRINT of the APPENDIX to the FIFTH REPORT from the SELECT COMMITTEE on the NAVIGATION LAWS, 1847, entitled 'A Comparative View of the NAVIGATION LAW of 1660 and 1847'."

Board of Trade, 7 August 1902. FRANCIS J. S. HOPWOOD.

(Sir Howard Vincent.)

Urdered, by The House of Commons, to be Printed, 7 August 1902.

# LONDON: PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE. BY EYRE AND SPOTTISWOODE, IRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from EYRE and SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and 32, Abingdon Street, Westminster, S.W.; or OLIVER and BOYD, Edinburgh; or E. PONSONBY, 116, Grafton Street, Dublin.

#### Martis, 9° die Februarii, 1847.

ORDERED, That a Select Committee be appointed to inquire into the Operation and Policy of the NAVIGATION LAWS.

#### Martis, 16° die Februarii, 1847.

#### Committee nominated:

Mr. Ricardo.

Sir Robert Peel.

Mr. Thomas Baring.

Mr. Mitchell.

Mr. Alderman Thompson.

Mr. Liddell.

Mr. Bright.

Sir Howard Douglas.

Admiral Dundas.

Mr. Milner Gibson.

Mr. Lyall.

ORDERED, That the Committee have power to send for Persons, Papers, and Records.

ORDERED, That Five be the Quorum of the said Committee.

Veneris, 26° die Martii, 1847.

ORDERED, That the Committee have power to report the Minutes of Evidence taken before them, from time to time, to The House.

# APPENDIX.

A COMPARATIVE VIEW of the NAVIGATION LAW of 1660 and 1847.

I. The Plantation Trade.

Appendix.

Law in 1660.

Rule 1st. (Conf. 1, 2, 3, and 4, of 1847.)

"No goods or commodities whatsoever shall be imported into or exported out of any lands, islands, plantations, or territories to His Majesty belonging, or in his possession, or which may hereafter belong unto or be in the possession of His Majesty, his heirs and successors, in Asia, Africa, or America, in any other ship or ships, vessel or vessels whatsoever, but in such ships or vessels as do truly and without fraud belong only to the people of England or Ireland, dominion of Wales, or town of Berwick-upon-Tweed, or are of the build of or belonging to any of the said lands, islands, plantations, or territories, as the proprietors and right owners thereof, and whereof the master and three-fourths of the mariners at least are Epglish."-(12 Car. 2, c. 18, s. 1.)

#### Rule 2d. (Conf. 5, of 1847.)

"No sugars, tobacco, cotton-wool, indigoes, ginger, fustic or other dyeing wood, of the growth, production, or manufacture of any English plantations in America, Asia, or Africa, shall be shipped, carried, conveyed, or transported from any of the said English plantations to any land, island, territory, dominion, port, or place whatsoever, other than to such other English plantations as do belong to His Majesty, his heirs and successors, or to the kingdom of England or Ireland, or principality of Wales, or town of Berwick-upon-Tweed, there to be laid on shore."

"For every ship or vessel which shall set sail out or from England, Ireland, Wales, or town of Berwick-upon-Tweed, for any English plantation in America, Asia, or Africa, sufficient bond shall be given with one surety to the chief officers of the custom-house of such port or place from whence the said ship shall set sail, that in case the said ship or vessel shall load any of the said commodities at any of the said English plantations, that the said commodities shall be by the said ship brought to some port of England, Ireland, Wales, or to the port or

Law in 1847.

Rule 1st. (Conf. 1, of 1660.)

"No goods shall be exported from the United Kingdom to any British possession in Asia, Africa, or America, nor to the islands of Guernsey, Jersey, Alderney, or Sark, except in British ships."—(8 & 9 Vict. c. 88, s. 7.)

N.B.—But vessels belonging to the United States may carry goods from this country to the principal British settlements in the East Indies. (59 G. 3, c. 54, s. 6.) And it is understood that the Queen may conclude treaties, allowing the same privilege to the ships of other foreign countries, and some such treaties have actually been concluded; e.g. with Austria and Russia. (See 8 & 9 Vict. c. 90, s. 9.)

#### Rule 2d. (Conf. 1, of 1660.)

"No goods shall be carried from any British possession in Asia, Africa, or America, to any other of such possessions, nor from one part of such possessions to another part of the same, except in British ships."—(8 & 9 Vict. c. 88, s. 10.)

#### Rule 3d. (Conf. 1, of 1660.)

"No goods shall be imported into any British possession in Asia, Africa, or America, in any foreign ships, unless they be ships of the country of which the goods are the produce, and from which the goods are imported."—(8 & 9 Vict. c. 88, s. 11.)

N.B.—But Her Majesty may, by Order in Council, declare that goods, the growth, &c., of any foreign country, may be imported into Hong Kong, from the same or any other foreign country, in vessels belonging to the same or any other foreign country, and however navigated. (See 8 & 9 Vict. c. 88, s. 12.)

N.B. 2.—Her Majesty may, by Order in Council, declare that goods of any sort, or the produce of any place, not otherwise prohibited than by the Law of Navigation, may be imported into any port or ports of the British possessions abroad, to be named in such Order, from any place in a

town of Berwick-upon-Tweed, and shall there unload (sic) and put on shore the same, the danger of the seas only excepted; and for all ships coming from any other port or place to any of the aforesaid plantations, who (sic) by this Act are permitted to trade there, that the Governor of such English plantations shall, before the said ship or vessel be permitted to load on board any of the said commodities, take bond, in manner and to the value aforesaid, for each respective ship or vessel, that such ship or vessel shall carry all the aforesaid goods that shall be laden on board in the said ship to some other of His Majesty's English plantations, or to England, Ireland, Wales, or town of Berwick-upon-Tweed."—(12 Car. 2, c. 18, ss. 18, 19.)

British ship, and from any place not being a part of the British dominions, in a foreign ship of any country, and however navigated, to be warehoused for exportation only.—(8 & 9 Vict. c. 88, s. 23.)

#### Rule 4th (Conf. 1, of 1660).

The privileges of trading allowed to foreign ships under Rule 3, are limited to the ships of those countries which, having colonial possessions, shall grant the like privileges of trading with those possessions to British ships, or which, not having colonial possessions, shall place the commerce and navigation of this country, and of its possessions abroad, on the footing of the most favoured nation; unless Her Majesty, by Order in Council, shall in any case deem it expedient to grant the whole or any of such privileges to the ships of any foreign country, although the condi-tions aforesaid shall not in all respects be fulfilled by such foreign country."-(8 & 9 Vict. c. 93, s. 4.)

#### Rule 5th (Conf. 2, of 1660).

"No goods shall be imported into, nor shall any goods, except the produce of the fisheries in British ships, be exported from any of the British possessions in America by sea, from or to any place other than the United Kingdom, or some other of such possessions, except into or from the several ports in such possessions called 'Free Ports.'"—(8 & 9 Vict. c. 93, s. 2.)

> N.B.—This applies to the Mauritius as well as the American possessions. (*Ibid.* s. 62.) The trade of other colonies is regulated by the Queen. (*Ibid.* s. 90.) Goods may be imported by inland navigation into any place where there is a custom-house. (Ibid. s. 45.) The rule is not to extend "to prohibit the importation or exportation of goods into or from any ports or places in Newfoundland or Labrador in British ships," and certain articles may be imported from Guernsey and Jersey into places whence the fishery is carried on, though the same be not free ports. (Ibid. s. 2.)

#### Intermediate History of the Law.

The Act of 1066, as appears from the foregoing summary, established two rules applicable to the plantation trade: first, that the whole trade of the plantations should be carried on in British ships; and secondly, that the principal productions of the plantations should be allowed to be exported only to the mother country, or some other plantation. A third general rule was introduced a year or two later, by the Act 15 Car. 2, 15 Car. 2, c. 7, s. 6; viz.: that no goods of the produce of Europe should be imported into any of the plantations in Asia, Africa, or America (except Tangier), but such as were bonâ fide and without fraud laden and shipped in England, Wales, or the town of Berwick-upon-Tweed, and in English-built shipping. The history of the Navigation Law during the period which has elapsed since the Act of 1660 mny most conveniently be collected under the heads of these three rules.

> RULE I.—The principle of the exclusion of foreign ships from the plantation trade was maintained entire until the year 1766; but in the interval several alterations were made in the definition of English shipping, for which, as the subject is one that seems to require separate discussion, see Note (A).

In the year 1766 the Act commonly called the "Free Port Act" (6 G. 3, c. 49) was passed; the intention of which is said to have been the legalising, so far as we were concerned, the illicit but profitable trade then carried on between some of our West India islands and the Spanish colonies. It permits, with certain exceptions, the produce (but not the manufactures) of foreign colonies in America to be imported into certain specified ports in Dominica and Jamaica respectively, in foreign one-decked vessels. It also permits the re-exportation from the same ports to foreign places, in foreign one-decked vessels, of any goods legally imported into the said islands from Great Britain, Ireland, or the British possessions in America, with, however, certain exceptions. The Act contains a variety of restrictions upon the trade of these two islands, as well with other colonies as with foreign ports, in order to prevent any general infringement of our colonial system through the exceptional treatment of these places. In 1773 the Act, which was then expiring, was continued so far as regarded Dominica, but not for Jamaica, till 1780, by statute 13 G. 3, c. 73, which also adds some regulations as to the trade of Dominica. In the 13 G. 3, c. 73. following year it was continued for Jamaica also, by 14 G. 3, c. 41. In 1781 it was 14 G. 3, c. 41. further continued for Jamaica, but not for Dominica, by 21 G. 3, c. 29. In 1787 the 21 G. 3, c. 29. Act was repealed by 27 G. 3, c. 27, and new provisions were made, by which it was made 27 G. 3, c. 27. legal to import into certain ports in Jamaica, Grenada, Dominica, and the Bahamas, any wool, cotton-wool, indigo, and a variety of other articles therein enumerated, being the growth or production of any colonies in America belonging to a foreign European sovereign or state, from such colonies, in foreign one-decked vessels not exceeding 70 tons burthen, and owned and navigated by the subjects of any foreign European sovereign or state. These articles might be re-exported to Great Britain and Ireland. It was also made legal for foreign ships of the same description to export from the same ports to foreign parts rum the produce of any British island, and all manner of goods (with some exceptions) legally imported into the place of export. The Act contained several precautionary regulations. In 1790 the restriction as to tonnage was taken off (30 G. 3, 30 G. 3, c. 29. c. 29); and in the same year the privilege granted to the subjects of foreign European states was extended to all the inhabitants of the colonies in question, by 30 G. 3, c. 38. 30 G. 3, c. 38. Some amendments of detail were made in the Act of 1787, by the statutes 33 G. 3, c. 50, 33 G. 3, c. 50, s. 8 (adding tobacco to the list of enumerated articles) and 38 G. 3, c. 39 (removing a prohibition against exporting European goods from the islands in question to other 38 G. 3, c. 39. British colonies). In 1792 the Act of 1787 was made perpetual by 32 G. 3, c. 37. In 32 G. 3, c. 37. the same year power was given to his Majesty to appoint free ports in the Bahama and Bermuda Islands (which was subsequently given for the Caicos likewise), for the importation of foreign sugar and coffee, 32 G. 3, c. 43, and see 33 G. 3, c. 50, s. 10; and by subsequent Acts (33 G. 3, c. 50, s. 1; 36 G. 3, c. 55; 37 G. 3, c. 77; 41 G. 3, c. 97; s. 10. 41 G. 3, st. 2, c. 23; 42 G. 3, c. 102; and 43 G. 3, c. 133) several other ports were 33 G. 3, c. 50, added to the list of free ports. In 1805 the whole of these Acts were repealed and fresh s. 1. provisions made by statute 45 G. 3, c. 57, but this is apparently little more than a 36 G. 3, c. 55. consolidation of the then existing law. In 1808 rice, grain, and flour were added to the 37 G. 3, c. 77. list of articles allowed to be imported into the free ports, by 48 G. 3, c. 125. In 1810 41 G. 3, c. 97. the restriction of the privilege to one-decked vessels was removed by 50 G. 3, c. 21.

It will be observed that zone of the logislation above sited on this point allows the 42 G. 3 c. 108.

the restriction of the privilege to one-decked vessels was removed by 50 G. 5, 6. 21.

It will be observed that none of the legislation above cited on this point allows the 42 G. 3, c. 102.

vessels of the United States, after the recognition of their independence, to engage in the. 43 G. 3, c. 133.

trade of our plantations. For the legislation on this subject, see the Note on the Trade 48 G. 3, c. 125. with the United States (infra).

Some further changes in the law as to the admission of foreign vessels into the plantation trade, will be found under the two following heads. The following statutes may also be referred to:

52 G. 3, c. 99, allowing the exportation of salt from the Bahamas in foreign vessels:

54 G. 3, c. 72, allowing Dutch vessels to trade between Holland and the colonies ceded 54 G. 3, c. 72. to this country by Holland in South America.

RULE II. - The following articles were at several times added to the list of produce which was only to be exported from the colonies to the mother country, or some other plantation. Rice and molasses (by 3 & 4 Ann, c. 5); copper ore (by 8 G. 1, c. 18, s. 22); 3&4 Ann, c. 5. coffee, pimento, cocoa-nuts, whale-fins, raw silk, hides and skins, and pot and pearl ashes

8 G. 1, c. 18,
8 G. 1, c. 18,
8 G. 1, c. 18,
8 G. 1, c. 18,
8 G. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, c. 18,
8 D. 1, (by 4 G. 3, c. 15, s. 27).

The Act of 1660 allowed the exports to the mother country to be to England or s. 27.

Ireland. By 15 Car. 2, c. 7, s. 9, however, they were confined to England and Wales. 15 Car. 2, c. 7,

By the fourth article of the Act of Union (5 Ann, c. 8), Scotland was admitted to a share s. 9.

in the Plantation trade, and consequently exports might be made to Scotland. By 4 G. 2, 5 Ann. c. 8. in the Plantation trade, and consequently exports might be made to Scotland. By 4 G. 2, c. 15, it was provided that goods not included in the list of enumerated articles, might be exported from the colonies to Ireland; but by 5 G. 2, c. 9, it was declared that this 5 G. 2, c. 9. permission did not extend to hops. The Act 20 G. 3, c. 10, places Ireland on the same 20 G. 3, c. 10. footing with Great Britain as regards both the import and export trade of the British plantations in America and Africa, provided the Irish Parliament maintain an equality in the duties, drawbacks, &c. in certain cases. As respects the inter-colonial trade in the enumerated articles, it should be noticed that by 25 Car. 2, c. 7, s. 2, it is provided 25 Car. 2, c. 7, that if masters of ships do not, on exporting any of those articles from any of the colonies, s. 2. give bond that they shall be carried to England, they shall pay certain duties upon them. This amounts in substance to the imposition of duties on the inter-colonial trade, for it is

Appendix. 6 G. 3, c. 49.

50 G. 3. c. 21.

52 G. 3, c. 99.

4 G. 3, c. 15, 4 G. 2, c. 15.

7 & 8 W. 3, c. 22, s. 28. 4 G. 3, c. 15, s. 28 5 G. 3, c. 45,

s. 22. 6 G. 3, c. 52, s. 30.

7 G. 3, c. 2.

declared by 7 & 8 W. 3, c. 22, s. 8, that it does not imply a permission to export the goods to foreign countries. By 4 G. 3, c. 15, s. 28, it is made illegal to export iron and lumber from British North America to any part of Europe, except Great Britain; but by 5 G. 3, c. 45, s. 22, it is declared that such iron may be exported to Ireland, and such lumber to Madeira, the Azores, or any place south of Cape Finisterre. The Act 6 G. 3, c. 52, s. 30, provides that bond must be given on the exportation of any non-enumerated goods, that they shall not be landed in any part of Europe, north of Cape Finisterre, except Great Britain. But by 7 G. 3, c. 2, they may be landed in Ireland.

The principal exceptions made to the rule affecting the enumerated articles are in the

cases of rice and sugar, the staple produce of some of the American plantations.

3 G. 2, c. 28. 8 G. 2, c. 19. 4 G. 3, c. 7. 5 G. 3, c. 45, s. 19.

By 3 G. 2, c. 28, it was made lawful for British subjects to export rice in British ships from Carolina (and by 8 G. 2, c. 19, from Georgia) to parts of Europe south of Cape Finisterre; and by 4 G. 3, c. 7, and 5 G. 3, c. 45, s. 19, it was made lawful to carry rice from these colonies to any part of America lying south of Georgia.

12 G. 2, c. 39.

By 12 G. 2, c. 30, it is provided that ships owned by British subjects, of whom the greater part are residents in Great Britain, and the rest either in Great Britain or the 15 G. 2, c. 33, sugar colonies (this restriction was removed by 15 G. 2, c. 33, s. 5), and duly built and navigated, may clear out from a port in Great Britain, under licence from the Commissioners of Customs, for the sugar colonies, and may there take on board a cargo of British Plantation sugar; and, after touching at a port in Great Britain, may carry the same to any part of Europe, returning to Great Britain within eight months after its delivery, and before again proceeding to any colony. If the sugar is to be taken to any place south of Cape Finisterre the ship need not touch at a port in Great Britain. No tobacco, molasses, ginger, cotton, wool, indigo, fustic or other dyeing wood, tar, pitch, turpentine, hemp, masts, yards, bow-spirits, copper ore, beaver skins or other furs, the growth, &c. of any British Plantation in America, are to be taken on board such vessel, except as stores. The Act does not authorise carrying sugar to Ireland. This Act was repealed by 34 G. 3, c. 42, 34 G. 3, c. 42, s. 7, passed about the time that the importation of foreign sugar into our colonies was first permitted (vide suprà). It had never been of any practical effect, the home market having been more attractive than the foreign. It was, however, partially 48 G. 3, c. 69. revived by 48 G. 3, c. 69, which allows British subjects (but no other persons) to export 50 G. 3, c. 13, in British ships, duly licensed for the purpose, any sugar or coffee (or cocoa, 50 G. 3, s. 3.

c. 13, s. 3), the growth of the British possessions in America, to places in Europe, south of Cape Finisterre, and to reimport corn from such places or from the North of Africa.

3 G. 4, c. 44, On the revision of our commercial system in 1822, the Acts 3 G. 4, c. 44, s. 4, and s. 4, and c. 45, s. 2, permitted the exportation of all the produce of the colonies, and of any articles legally imported thereinto to any place in Europe Africa and Africa. legally imported thereinto, to any place in Europe, Africa, or America:—to places in America, either in British ships or in ships of the country to which the goods are exported, and to places in Europe or Africa, in British ships only.

In the year 1825, upon the general consolidation of the Customs' laws, the above limitations of the right of exportation were removed, and the law in this respect placed pretty much on the same footing on which it now stands. The subsequent consolidations

of 1833 and 1845 make little change in it.

RULE III .- The rule that goods the produce of Europe were only to be imported into the colonies from the United Kingdom was originally subject only to the following exceptions: salt might be taken to the fisheries from any part of Europe; wines of Madeira and the Azores might be imported thence; servants and horses might be imported from Scotland and Ireland; and so might provisions, being of the produce of Scotland and Ireland respectively. The first relaxation of this rule was made in favour 3&4 Ann, c. 8. of Irish linens, by 3 and 4 Ann, c. 8, which allowed natives of England or Ireland to take Irish linens from any port in Ireland to the plantations, in English-built shipping, whereof the master and three-fourths of the mariners, at least, were English or Irish. The liberty of importing salt from foreign places in Europe, which had originally been granted only to New England and Newfoundland, was extended to Pennsylvania by 13 G. 1, c. 5, to New York by 3 G. 2, c. 12, to Nova Scotia by 2 G. 3, c. 24, and to Quebec by 4 G. 3, c. 19. These last relaxations were made for the sake of the fisheries. On the same account permission was given by 9 G. 3, c. 28, to export from Guernsey and Jersey to the fisheries, any craft, clothing, or other goods of British manufacture, and any food or victuals of British produce, that might be necessary for the same.

13 G. 1, c. 5. 3 G. 2, c. 12. 2 G. 3, c. 24. 4 G. 3, c. 19. 9 G. 3, c. 28.

46 G. 3, c. 116. By 46 Geo. 3, c. 116, it was made lawful to carry fruit, wine, oil, salt, and cork, the produce of Europe, from Gibraltar or Malta to the North American colonies in British 55 G. 3, c. 29. vessels; and by 55 Geo. 3, c. 29, it was made lawful to carry a great number of articles

57 G. 3, c. 4. from Malta (and afterwards from Gibraltar under 57 Geo. 3, c. 4) to any of the British possessions in America. By the same Acts the export of certain other articles from the colonies to Malta and Gibraltar was also permitted.

By 49 Geo. 3, c. 47, it was made lawful to carry fruit, wine, salt, and oil, the produce 49 G. 3, c. 47. of Europe, from ports in Europe, south of Cape Finisterre, to certain ports in British North America, in British ships, which had brought British North American produce or 50 G. 3, c. 60. fish to those ports. This Act was repealed so far as related to salt by 50 Geo. 3, c. 60,

but was afterwards amended, and salt was replaced in the list of articles by 51 Geo. 3, c. 97. By 57 Geo. 3, c. 89, it was made lawful to export oranges and lemons from the Azores and Madeira to the British North American Colonies in any British ship.

Appendix. 51 G. 3, c. 97. 57 G. 3, c. 89.

The 8th section of the Act 3 Geo. 4, c. 45 (one of the Acts of 1822 already adverted 3 G. 4, c. 45. to) permits the importation of a number of articles from foreign ports in Europe or Africa into the British possessions in America, but only in British ships.

By the Act 6 Geo. 4, c. 73, the importation of all classes of goods except a few 5 G. 4, c. 73. prohibited articles, was permitted from any place except places within the limits of the East India Company's charter, into all the free ports of the British possessions in America, except Newfoundland, to which the Act did not apply, and the importation might be either in British vessels, or in vessels of the producing country.

In the same year (1825) the first consolidation of the Customs' Laws took place, and the law was then put on very much the same footing in this respect as that in which it now stands; that is to say, the importation and exportation of all classes of goods into or from the free ports was generally legalised, subject to certain prohibitions against the importation of particular articles, some of which have since been removed, whilst others (e. g. those against pirated books, counterfeit coin, &c. and the restrictions on gunpowder, arms, &c.) still remain. A tariff of differential duties was imposed upon foreign goods, of which duties one-tenth (subsequently increased to one-fourth) was to be remitted when the goods were imported through an English warehouse. The principle of this tariff and of the remission is still retained, but has been materially modified by the Act of last Session (9 & 10 Vict. c. 94) which empowers the colonial legislatures, with the assent of 9 & 10 Vict. the Queen in Council, to alter it.

c. 94.

#### Note on Trade with the United States.

The statutes regulating the trade of this country and its possessions with the United States of America are of peculiar interest, and deserve separate consideration, inasmuch as the alteration of our relations consequent upon the acknowledgement of the independence of those States produced some of the most important alterations that have been made in our navigation system.

At the time of the commencement of the War of Independence the chief regulations as to the trade of the American colonies were these, (subject in each case to a few

exceptions):

- 1. They could import or export nothing in any but British vessels.
- 2. They could not export the most important articles of their produce to any part of Europe other than Great Britain.
  - 3. They could import no goods from any part of Europe other than Great Britain.

On the breaking out of the war the statutes 14 G. 3, c. 19; 15 G. 3, c. 10; 14 G. 3, c. 19. 15 G. 3, c. 18; and 16 G. 3, c. 5, were successively passed with the view, first of 15 G. 3, c. 10. restricting, and then of wholly prohibiting, the trade between this country and her 16 G. 3, c. 18. rebellious colonies. The prohibition was taken off in 1783 (by 23 G. 3, c. 26), and by 23 G. 3, c. 26. an Act of that year (23 G. 3, c. 39) the King was empowered to regulate the trade 23 G. 3, c. 26. with the United States by Order in Council. This power, combined with occasional legislation on particular points (see 25 G. 3, c. 1; 27 G. 3, c. 7), was continued by annual 25 G. 3, c. 1. Acts till 1788, when the trade between the United States and the British possessions in 27 G. 3, c. 7. America was placed under permanent regulations by the Act 28 G. 3, c. 6, the power 28 G. 3, c. 6. America was placed under permanent regulations by the Act 28 G. 3, c. 6, the power 28 G. 3, c. 6. of making orders for their trade with this country being still continued to the King in Council.

The main provisions of the Act 28 G. 3, c. 6, were as follow:-

28 G. 3, c. 6.

(1.) No goods were to be imported into the British West Indies from the United States, except about 30 enumerated articles, being of the growth, produce, or manufacture of the States; and those were only to be imported by British subjects and in British ships.

(2.) Such enumerated articles were not to be imported into the British West Indies from the Foreign West Indies. But governors might relax this prohibition in cases of public emergency. [By a subsequent Act, (31 G. 3, c. 38,) foreign colonies on the 31 G. 3, c. 38. Continent of South America were assimilated to the foreign West Indies in respect of their trade with our possessions. But Brazilian goods were admitted by 51 G. 3, c. 47, 51 G. 3, c. 47, s. 6; and see an extension of this permission by 58 G. 3, c. 27.]
(3.) Such goods as might by law be exported from the West Indies to places in

58 G. 3, c. 27.

Europe, as also certain other goods (sugar, coffee, &c.), might be exported therefrom to the United States, but only by British subjects and in British ships.

United States vessels, however, coming in ballast, might export salt from Turk's Islands (and by a subsequent Act, 44 G. 3, c. 101, from certain other ports), but the 44 G. 3, c. 101,

trade of Turk's Islands was at the same time placed under considerable restrictions.

(4.) No goods whatever might be imported from the United States into New Brunswick, Nova Scotia, Cape Breton, St. John's, or Newfoundland, nor by sea into the province of Quebec; but provisions were made for cases of emergency.

56 G. 3, c. 51; 59 G. 3, c. 54.

37 G. 3, c. 97, c. 38; 49 G. 3, c. 49; 52 G. 3, c. 55.

3 G. 4, c. 44.

Such were the provisions of the law as regarded the trade with the colonies. Such were the provisions of the law as regarded the trade with the colonies. The trade between this country and the United States continued to be regulated by Orders in Council till 1797, when the Act 37 G. 3, c. 97, was passed in order to carry out the commercial treaty then recently concluded. The main provision of this Act was, that all articles of the growth, produce, or manufacture of the United States (not being such as were generally prohibited by law) might be imported into Great Britain [extended to 41 G. 3, c. 95. Ireland, 41 G. 3, c. 95] directly from the United States either in British vessels or in vessels of the United States. This provision corresponds exactly with the existing state of the law. A variety of subsequent statutes have been passed, but they relate chiefly 42 G. 3, c. 27: 8. 11; of the law. A variety of subsequent statutes have been passed, but they country. (See 37 G. 3, c. 97, s. 11; 42 G. 3, c. 59; 42 G. 3, c. 27; 49 G. 3, c. 59; 56 G. 3, c. 15; 56 G. 3, c. 51; 59 G. 3, c. 54.)

The trade between the United States and the British colonies was, however, subjected to further regulations by subsequent statutes, such as 37 G. 3, c. 97, s. 22, permitting them to trade with the East Indies; and 47 G. 3, Sess. 2; c. 38; 49 G. 3, c. 49; 52 G. 3, 47 G. 3, Sess. 2, c. 55, regulating their trade with our North American possessions.

> In 1822 the trade was materially opened by the Act 3 G. 4, c. 44, which was passed for the regulation of the trade between the British possessions in America, and the West Indies, and other places in America, and the West Indies. It was thereby made legal to import into certain ports in the West Indies and other British possessions in America from the United States a much greater number of articles, the produce of the United States, and that, either in British or in American vessels. The produce of the British possessions, as well as foreign goods which had been legally imported thereinto, might be exported from the same ports to the United States either in British or American vessels. These provisions, it should be remarked, applied generally to the trade of our possessions with other foreign states in America, and not only to that with the United States. Power was, however, reserved to the King in Council to prohibit intercourse with such foreign states as might not treat us on a footing of reciprocity. The act allowed certain foreign vessels, though not of the build of the countries to which they belong, to engage in the trade with such countries for 10 years. Articles legally imported under the Act might be re-exported in British ships to other British possessions. Power was given to the King to add to the list of free ports.

3 G. 4, c. 119.

An Act of the same session (3 G. 4, c. 119,) permits certain goods of the United States to be imported by land into Canada, and permits goods to be exported thence to the United States.

The present freedom of trade was not conceded to the colonies till 1825.

#### II. Trade with Asia, Africa, and America.

Law in 1660.

#### Rule 1st.

"No goods or commodities whatsoever, of the growth, production, or manufacture of Africa, Asia, or America, or of any part thereof, or which are described or laid down in the usual maps or cards of those places, [shall] be imported into England, Ireland, Wales, islands of Guernsey and Jersey, or town of Berwick-upon-Tweed, in any other ship or ships, vessel or vessels whatsoever, but in such as do truly and without fraud belong only to the people of England or Ireland, dominion of Wales, or town of Berwick-upon-Tweed, or of the lands, islands, plantations, or territories in Asia, Africa, or America to his Majesty belonging, as the proprietors and right owners thereof, and whereof the master and three-fourths at least of the mariners are English."—(12 Car. 2, c. 18, s. 3.)

#### Rule 2d.

"No goods or commodities that are of foreign growth, production, or manufacture, and which are to be brought into England, Ireland, Wales, the islands of Guernsey and Jersey, or town of Berwick-upon-Tweed, in English-built shipping or other shipping belonging to some of the aforesaid places, and navigated by English mariners as aforesaid, shall be shipped or brought from any other place or places, country or countries, but only from those of the said growth, production, or manufacture, or from those ports where the said goods and commodities can only, or are, or usually have been, first shipped for transportation, and from none other places or countries."—(12 Car. 2, c. 18, s. 4.)

N.B.—But the Act is "not to restrain and prohibit the importation of any of the commodities of the Streights or Levant Seas, loaden in English-built shipping, and whereof the master and three-fourths of the mariners at least are English, from the usual ports or places for lading of them heretofore within the said Streights or Levant Seas, though the said commodities be not of the very growth of the said places."—(s. 12.)

N.B. 2.—Nor is it to restrain "the importing of any East India commodities loaden in English-built shipping, and whereof the master and three-fourths of the mariners at least are English, from the usual place or places for lading of them in any part of those seas to the southward and eastward of Cabo bona Esperanza, although the said ports be not the very places of their growth."—(s. 13.)

N.B. 3.—It is lawful for "the people of England, Ireland, Wales, islands of Guernsey or Jersey, or town of Berwick-upon-Tweed, in vessels or

Law in 1847.

#### Rule 1st.

"Goods, the produce of Asia, Africa, or America, shall not be imported into the United Kingdom, to be used therein, in foreign ships, unless they be the ships of the country in Asia, Africa, or America, of which the goods are the produce, and from which they are imported, except the goods hereinafter mentioned; (that is to say,)

- 1. "Goods, the produce of the dominions of the Grand Seignior in Asia or Africa, which may be imported from his dominions in Europe in ships of his dominions:
- 2. "Raw silk and mohair yarn, the produce of Asia, which may be imported from the dominions of the Grand Seignior in the Levant Seas in ships of his dominions:

### 3. "Bullion:

"Provided always, that in case any treaty shall be made with any country having a port or ports within the Straits of Gibraltar, stipulating that such productions of Asia or Africa as may by law be imported into the United Kingdom from places in Europe within the Straits of Gibraltar in British ships, [see next rule] shall also be imported from the ports of such country in the ships of such country, then and in every such case it shall be lawful to import such goods from the ports of such country in the ships of such country."—(8 & 9 Vict. c. 88, s. 4.)

N.B.—But such goods, not being otherwise prohibited, may be warehoused for exportation.

#### Rule 2d.

"Goods, the produce of Asia, Africa, or America, shall not be imported from Europe into the United Kingdom to be used therein, except the goods hereinafter mentioned; (that is to say,)

"Goods, the produce of the dominions of the Emperor of Morocco, which may be imported from places in Europe within the Straits of Gibraltar:

"Goods, the produce of Asia or Africa, which (having been brought into places in Europe within the Straits of Gibraltar, from or through places in Asia or Africa within those Straits, and not by way of the Atlantic Ocean) may be imported from places in Europe within the Straits of Gibraltar:

"Goods, the produce of places within the limits of the East India Company's charter, which (having been imported from those places into Gibraltar or Malta in British ships) may be imported from Gibraltar or Malta:

ships to them belonging, and whereof the master and three-fourths of the mariners at least are English, to load and bring in from any of the ports of Spain or Portugal, or Western Islands, commonly called Azores, or Madeira, or Canary Islands, all sorts of goods or commodities of the growth, production, or manufacture of the plantations or dominions of either of them respectively."—(s. 14.)

N.B. 4.—The Act does not extend to "bullion, nor yet to any goods taken by way of reprisal by any ship or ships belonging to England, Ireland, or Wales, islands of Guernsey or Jersey, or town of Berwick-upon-Tweed, and whereof the master and three-fourths of the mariners at least are English, having commission from his Majesty, his heirs or successors."-(s. 15.)

"Goods taken by way of reprisal by British ships

"Bullion, diamonds, pearls, rubies, emeralds, and other jewels or precious stones."—(8 & 9 Vict. c. 88, s. 3.)

N.B.—The Lords of the Treasury may permit "any goods the produce of the British possessions or fisheries in North America, which shall have been legally imported into the islands of Guernsey or Jersey direct from such possessions, to be imported into the United Kingdom for home use direct from those islands, under such regulations as [they] shall direct."—(8 & 9 Vict. c. 86, s. 44.)

#### Intermediate History of the Law.

The two principles laid down with regard to the trade with Asia, Africa, and America, viz., that all importations from those quarters should be in British ships, and that they should be from the place of the origin of the goods, are still maintained to a certain extent: that is to say, the produce of those quarters can only be imported in British ships, or in ships of the country of origin, being also the country of export; and no such produce can be imported in an unmanufactured state from any part of Europe.

The first decided infringement of the former principle, that of confining the trade to British ships, took place upon the conclusion of the treaty of 1796 with the United States 37 G. 3, e. 97. of America, the effect of which, as carried out by the Act 37 G. 3, c. 97, has been already noticed in the note on the United States trade. Vessels of the United States were thereby permitted to bring the produce of their own country (not being such as was generally prohibited) directly to Great Britain. [The provisions of this Act were re41 G. 3, c. 95. enacted by 41 G. 3, c. 95, in order to extend the same right of commercial intercourse to Ireland.] An additional duty of 101. per cent. was charged upon certain articles, when imported in American vessels, over and above the duty payable on them when imported 42 G. 3, c. 27 in British vessels; but by a subsequent Act (42 G. 3, c. 27) power was given to the King to suspend those duties by Order in Council, the intention being simply to counter-

vail the differential duties imposed by the Americans on goods imported in British ships. In 1808 the same privilege which had been granted to the United States was extended 48 G. 3, c. 11. to the inhabitants of the Portuguese possessions in South America by the Act 48 G. 3, c. 11, which allowed the produce of those territories (not being of a nature generally prohibited to be imported from foreign countries) to be imported thence into Great Britain and Ireland in vessels built in those territories, or made prize by Portuguese ships, and owned and navigated by Portuguese subjects resident in the said territories. After the con-

51 G. 3, c. 47. clusion of our treaty with Portugal in 1810 this Act was repealed, and the Act 51 G. 3, c. 47, substituted for it, which extended the above facilities to all Portuguese-built vessels or prizes, owned and navigated by Portuguese subjects, without requiring that they should be residents in America.
On the revision of the Customs' Laws in 1822 the principle that the produce of

Asia, Africa, and America should only be imported for consumption in British ships, was still maintained, but the above exceptions in favour of the United States and Portuguese colonies were preserved, and were also extended (3 G. 4, c. 43, s. 3,) to countries in America or the West Indies, being, or having been, under the dominion of Spain.

The existing rule was established at the Consolidation of 1825.

As respects the principle that the produce of Asia, Africa, and America was only to be imported into this country from the place of its origin, it will be remarked, first, that the old law recognised the doctrine now explicitly laid down in the 5th section of the Navigation Act, that goods manufactured in any country should be held to be the produce of that country, even though made from materials produced elsewhere. Not long afterwards, however, this doctrine was abandoned in the case of thrown silk, the object being to discourage the silk throwing of Italy, which was injurious to our own 2 W. & M. c. 9. Manufactures. By 2 W. & M. c. 9, Asiatic silk thrown in Italy or elsewhere is not to be deemed a manufacture of the country where thrown, and its importation, except from the place of its growth, is consequently prohibited. By the same Act the importation of thrown silk from all countries, except Italy and Sicily, is altogether prohibited. But by 19 G. 3, c. 48. 19 G. 3, c. 48, this, which was at first merely an exception applicable to a particular case, became a general rule: it was thereby enacted that the produce of Asia, Africa, and

3 G. 4, c. 43, s. 3.

America, manufactured in any foreign country, should not be imported into Great Britain unless manufactured in the country of its growth, or in the place whence such goods can only be, or are, first shipped. The prohibition was not to extend to the case of certain oils, nor to that of commodities of which the importation is permitted by Acts passed subsequently to the Navigation Law. This rule was maintained until the Consolidation of 1825, when the present one was substituted, by 6 G. 4, c. 109, s. 5.

Appendix.

6 G. 4, c. 109, **s.** 5.

By the Act 7 Ann, c. 8, it was made lawful to import drugs, the produce of America, 7 Ann, c. 8.

from any British possession, and at the same rate of duty as if imported direct, and conversely, by 22 G. 3, c. 28, it was afterwards made legal to import tobacco of the 22 G. 3, c. 28. British plantations from any country in America in amity with His Majesty. The

importation of cochineal and indigo was permitted from any place in British ships, or 13 G. 1, c. 15. ships of countries in amity with us, by the Acts 13 G. 1, c. 15, and 7 G. 2, c. 18, respectively.

African trade, cotton wool, goat skins, &c.—from any place, was permitted by the Acts 5 G. 3, c. 30; 5 G. 2, c. 32; 5 G. 3, c. 30; 5 G. 3, c. 52, s. 20; and 15 Geo. 3, c. 35, ss. 1, 2.

By the Act 14 G. 2, c. 36, the Russia Communication of several articles,—gum Senegal, coarse calicoes for the 5 G. 3, c. 52, s. 20; and 15 Geo. 3, c. 35, ss. 1, 2.

By the Act 14 G. 2, c. 36, the Russia Communication of several articles,—gum Senegal, coarse calicoes for the 5 G. 3, c. 30; 5 G. 3, c. 52, s. 20; and 15 Geo. 3, c. 35, ss. 1, 2. By the Act 14 G. 2, c. 36, the Russia Company were allowed to import in British ss 1, 2. shipping from any Russian ports, any commodities of the growth of Persia, purchased by 14 G. 2, c. 36. barter with woollen or other commodities (but not with gold or silver, either in coin or bullion), exported from Great Britain to Russia, and thence carried into Persia, or with the produce arising from the sale thereof. By a subsequent Act, 23 G. 2, c. 34, the 23 G. 2, c. 34 necessity for carrying the British goods, or the produce arising from their sale, into Persia, was done away, and it was made legal to import Persian goods purchased in

By 20 G. 3, c. 45, the Turkey Company were allowed to import any goods which had 20 G. 3, c. 45 theretofore been usually imported from the Turkish dominions within the Levant seas, from any port or place whatsoever, and either in British ships or in ships of countries in amity with us and navigated by foreign seamen; subject however to the payment of aliens' duty if the ships were of foreign build. By 37 G. 3, c. 84, the privilege of importing 37 G. 3, c. 84. Levant goods from any place and in any ships of countries in amity was made general for 39 G.3, c. 95; a limited time; but this was one of a great number of Acts passed during time of war, 39 & 40 G.3, relaxing the Navigation Laws in particular points when they could not be strictly carried out, which it is perhaps unnecessary minutely to describe. The following statutes may be 41 G.3, c. 97; referred to as instances of such FG 2 2 3 G. 3, c. 95; 39 & 40 G. 3, c. 34; 41 G. 3, s. 9; c. 97; 42 G. 3, c. 95, s. 9; 45 G. 3, c. 34.

s. 9; 45 G. 3, c. 34.

3 G. 4, c. 43, s. 9.

By the Act 27 G. 3, c. 19, s. 11, it was made lawful to import into this country from 27 G. 3, c. 19, Gibraltar in British ships, the produce of Morocco imported into Gibraltar from places not lying to the southward of Mogadore; and see 3 G. 4, c. 43, s. 9.

The Act 7 G. 1, st. 1, c. 21, provided that no goods the produce of places within the 7 G. 1, st. 1, limits of the East India Company's charter should be imported into Ireland, the Channel c. 21. Islands, or the British possessions in Africa or America, except from Great Britain. This rule continued in force (except as regards Ireland) till the Consolidation of 1825.

By 33 G. 3, c. 63, it was made lawful to import the produce of places in Asia, Africa, 33 G. 3, c. 63. or America, not being within the limits of the Company's charter, into Great Britain from Ireland.

The sections in the Act of 1822, 3 G. 4, c. 43, which relate to this portion of the 3 G. 4, c. 43. subject, are the 2d, the 8th and the 9th. They prescribe pretty much the same regulations as those which at present exist; that is to say, the 2d section limits the restriction as to the places where the produce of Asia, Africa, and America, may be brought, to a state of the produc prohibition against importing it from Europe; and the 8th and 9th sections establish the exceptions as to the dominions of the Grand Seignior, &c. very nearly in the same terms as the exceptions in the present law.

#### Note on the East India Trade.

The Itrade with the East Indies has always been treated as exceptional. The exclusive right of trading within certain limits long enjoyed by the Company, and the peculiar nature of the Company's jurisdiction, have no doubt contributed to render it so.

The two points most worthy of notice are, 1st, the concession of the rights of British ships to ships not fulfilling all the usual requisites of the law; and 2d, the admission of certain foreign ships to an equality in some respects with British ships.

On the first point reference should be made to the statute 21 G. 3, c. 65, s. 33, which 21 G. 3, c. 65, provided that ships belonging to the East India Company should be held to be British- s. 33. owned, although the stock of the Company was held by a considerable proportion of foreigners.

The next important statute is 35 G. 3, c. 115 (continued by 42 G. 3, c. 20), which 35 G. 3, c. 115. allows to ships, built within the territories of the Company or in places in the East 42 G.3, c. 20. Indies under British protection, and owned by the Company, the privileges of British ships in trade with India, though such ships be not British-built or duly registered.

When the exclusive privileges of the Company were broken in upon (by 53 G. 3, c. 155) the same privilege was allowed to be extended to similarly circumstanced vessels the 53 G. 3, c. 155. property of private individuals, by Order in Council (s. 30). This privilege was 54 G. 3, c. 35. continued by 54 G. 3, c. 35. But by 55 G. 3, c. 116, the registry laws of this country 55 G. 3, c. 116. were extended to India, and from that time none but British-built ships were to be entitled to the privileges of British vessels. Exceptions were made as to ships under 350 tons burden, and also as to ships the property of British subjects and built or building before 1st January 1816; but these classes of ships were only to be employed in trade within the limits of the Company's charter.

4 G. 4, c. 41. 4 G. 4, c. 80. 6 G. 4, c. 110. 3 & 4 Vict.

c. 56.

This Act was repealed by the statutes 4 G. 4, c. 41, and 4 G. 4, c. 80, which extended the British law of registry to India without any exception. But by 6 G. 4, c. 110, provision was again made for the trade of ships built prior to 1816, and having continued in the possession of British owners ever since; and by a subsequent Act (3 & 4 Vict. c. 56), which is still in force, the Governor-General in Council has power to declare all ships built within the limits of the charter, and owned by Her Majesty's subjects for whom he has the power to legislate, to be entitled to the privileges of British ships within those limits. By the 4th section of the same Act the Governor-General has the power of conferring the same privileges on ships belonging to states in subordinate alliance or having subsidiary treaties with the East India Company.

4 G. 4, c. 80, s. 20.

s. 21.

s. 23.

With regard to the navigation of East India ships it is sufficient to notice that by the 20th sec. of 4 Geo. 4, c. 80 (still in force), as well as by the sec. of the Navigation Act, Lascars and other natives of Asia are not to be deemed British seamen. But, by s. 21 of the above-mentioned Act, any number of Lascars may be employed, provided only that there be four British seamen to every hundred tons of the vessel's burden; and by s. 23, it appears that British seamen need not be employed in certain voyages within the limits of the charter.

37 G. 3, c. 117.

On the subject of the privileges granted to the vessels of foreign countries in the trade with India, reference must be made to the Act 37 G. 3, c. 117 (still in force, or at least still unrepealed,) which authorises the directors of the East India Company, subject to the approval of the Board of Control, to make such regulations as they think fit with respect to the trade to be carried on in ships of countries in amity with Her Majesty.

59 G. 3; c. 54, 56.

Notice should also be taken of the Act 59 G. 3, c. 54, s. 6, permitting vessels of the United States to clear out from this country for the principal British settlements in the 8&9 Vict. c. 90, East Indies, which Act is still in force, and is further extended by 8 & 9 Vict. c. 90, s. 9. And reference must also be made to the 4th section of the Act 3 & 4 Vict. c. 56, above quoted.

41 G. 3, c. 37.

See also 41 G. 3, c. 37, which allowed rice and other grain to be imported into this country from India in the ships of any country in amity, however navigated.

#### III. Trade with Europe.

Appendix.

#### Law in 1660.

" No goods or commodities of the growth, production, or manufacture of Muscovy, or of any of the countries, dominions, or terri-tories to the Great Duke or Emperor of Muscovy or Russia belonging; also no sort of masts, timber, or boards, no foreign salt. pitch, tar, rosin, hemp or flax, raisins, figs, prunes, olive oils, no sorts of corn or grain, sugar, pot-ashes, wines, vinegar, or spirits, called aqua-vitæ, or brandy-wine, shall be imported into England, Ireland, Wales, or town of Berwick-upon-Tweed, in any ship or ships, vessel or vessels whatsoever, but in such as do truly and without fraud belong to the people thereof, or some of them, as the true owners and proprietors thereof, and whereof the master and three-fourths of the mariners at least are English: and no currants nor commodities of the growth, production, or manufacture of any of the countries, islands, dominions, or territories to the Ottoman or Turkish empire belonging, shall be imported into any of the aforementioned places in any ship or vessel but which is of English build, and navigated as aforesaid, and in no other, except only such foreign ships and vessels as are of the build of that country or place of which the said goods are of the growth, production, or manufacture respectively, or of such port where the said goods can only be, or most usually are, first shipped for transportation, and whereof the master and three-fourths of the mariners at least are of the said country or place."—(12 Car. 2, c. 18, s. 8.)

> N.B.—The exception which is placed in italics was held to apply to the whole clause, and not to Turkish goods only.

> N.B. 2.—See also the 2d rule relating to the trade with Asia, Africa, and America, and the 1st and 4th notes thereon, all which partially apply to the European trade likewise.

#### Law in 1847.

"The several sorts of goods hereinafter enumerated, being the produce of Europe, (that is to say) masts, timber, boards, tar, tallow, hemp, flax, currants, raisins, figs, prunes, olive oil, corn or grain, wine, brandy, tobacco, wool, shumac, madders, madder roots, barilla, brimstone, bark of oak, cork, oranges, lemons, linseed, rapeseed, and cloverseed, shall not be imported into the United Kingdom to be used therein, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported."-(8, & 9 Vict. c. 88, s. 2.)

N.B.—But such goods, not being otherwise prohibited, may be warehoused for exportation, though brought in other ships.—(Ib. s. 22.)

N.B. 2.—Her Majesty may allow ports to be used as national ports by the ships of countries, within the dominions of which the ports do not lie, but for the exportation of the produce of which they are convenient outlets.—
(See 3 & 4 Vict. c. 95.)

# Intermediate History of the Law.

The rule established by the Navigation Act relative to the European trade was considered unsatisfactory for two reasons: first, because it permitted British ships to import European goods from any part of Europe, though they were not of the growth or produce of that part, and, consequently, enabled our Dutch rivals to collect all manner of articles in their ports, and thence to send them over to this country, thus competing with us in the longer part of the voyage, and being excluded only from the shorter part; secondly, because it enabled them to do the same with respect to goods from the plantations, provided they subjected them to some manufacturing process so as to give them a Dutch character. To prevent these evasions of the spirit of the law it was enacted by the Statute of Frauds (13 & 14 Car. 2, c. 11, s. 23) that no sort of wines, other than 13 & 14 Car. 2, Rhenish, no sort of spicery, grocery, tobacco, pot-ashes, pitch, tar, salt, rosin, deal boards, c. 11, s. 23. fir timber, or olive oil, should be imported into England, Wales, or Berwick, from the Netherlands or Germany, in any sort of ships or vessels whatsoever.

The following are the several instances in which this rule was subsequently relaxed: by 1 Ann, stat. 1, c. 12, s. 112, it was made lawful to import from Hamburgh wines the 1 Ann, stat. 1,

produce of Hungary; by 6 G. 1, c. 15, certain descriptions of German timber may be c. 12, s. 112. imported in British ships from German ports; by 22 G. 3, c. 78, drugs, wines, and 6 G. 1, c. 15.

thrown silk, of Hungary and Germany, may be imported from the Austrian Netherlands, or from any port of Germany, as from the place of their production; by 27 G. 3, 27 G. 3, c. 13,
c. 13, s. 22, it was made lawful to import French wines and olive oil from the French s. 22. dominions in the Netherlands; by 56 G. 3, c. 37, prunes, the produce of Germany, may 56 G. 3, c. 37.

22 G. 3, c. 78.

be imported into this country.

22 G. 3, c. 78.

27 G. 3, c. 19,

s. 10.

Some embarrassing questions having from time to time arisen as to the right of importing the produce of particular European states in ships built in countries incorporated into those states subsequent to the passing of the Navigation Act; for instance, a question whether Prussian produce might be imported in ships built in East Friesland; it was enacted by 22 G. 3, c. 78, that the enumerated articles might be imported in ships the property of subjects under the same sovereign as the country of which such goods were the produce, although the country or place where such ship was built, or to which she belongs, was not under the dominion of such sovereign at the time of passing the Act of Navigation. It will be observed that this statute not only effected its immediate purpose of putting all the dominions of any sovereign on the footing of one country for the purposes of the Navigation Law, but also extended the right of importing, originally confined to ships "built in" the country of export, to ships "belonging to" such country. This, which appears to have been an act of inadvertence on the part of the framers of the statute, was rectified by the Act 27 G. 3, c. 19, s. 10, which provided that the enumerated articles should only be imported in British ships [see note (A.) as to the effect of this statute], or in ships "the build of any country or place in Europe belonging to, or under the "dominion of the sovereign or state in Europe of which such goods or commodities are the growth, production, or manufacture, or of such ports where those goods can only be, or "most usually are, first shipped for transportation." This Act was among those repealed in 1822, and for the next three years there seems to have been no provision in the law analogous to it; but on the Consolidation of 1825 the proviso was introduced into the Navigation Act, which is still retained, "that the country of every ship shall be deemed to include all places which are under the same dominion as the place to which such "ship belongs." (6 G. 4, c.

6. G. 4, c. 109, s. 15.

3 G. 4, c. 43, s. 6.

The Act of 1822 (3 G. 4, c. 43, s. 6) made an important alteration in the law, by allowing importations of the enumerated goods to be made either in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. At the same time the prohibitions against the importation of articles from the Netherlands, Germany, Turkey, and Russia, were taken off. The grounds of these important modifications of our navigation system are stated in Mr. Huskisson's speech in the House of Commons on the 12th May 1826.

By 1822 tallow and tobacco had been added to the list of enumerated articles; since that time wool, shumac, madder, barilla, brimstone, bark, cork, oranges, lemons, linseed, rapeseed, and cloverseed, have also been added, while salt, pitch, rosin, pot-ashes, wine, and sugar have been struck out.

3 & 4 Vict. c. 95. The only alteration of any consequence that has been made in the European trade, since the Consolidation of 1825, is that effected by the Act 3 & 4 Vict. c. 95, noticed in the summary of the existing law, which was passed in 1840, in order to carry out the stipulation of the Austrian treaty of 1838, that Austrian vessels should be allowed to import Turkish produce from the mouth of the Danube.

#### IV. The Coasting Trade.

Appendix.

Law in 1660.

Law in 1847.

"It shall not be lawful for any person or persons whatsoever to load or cause to be loaden, and carried in any bottom or bottoms, ship or ships, vessel or vessels what-soever, whereof any stranger or strangers born (unless such as shall be denizens or naturalised) be owners, part-owners, or master, and whereof three-fourths of the mariners at least shall not be English, any fish, victual, wares, goods, commodities, or things, of what kind or nature soever the same shall be, from one port or creek of England, Ireland, Wales, Islands of Guernsey or Jersey, or Town of Berwick-upon-Tweed, to another port or creek of the same, or of any of them."—(12 Car. 2, c. 18, s. 6.)

" No goods or passengers shall be carried coastwise from one part of the United Kingdom to another, or from the United Kingdom to the Isle of Man, or from the Isle of Man to the United Kingdom, except in British ships."-(8 & 9 Vict. c. 88, s. 8.)

#### Intermediate History of the Law.

It will be observed that the Navigation Act does not prevent foreign built vessels from engaging in the coasting trade. The prohibition extends only to such as are foreign owned. By the Act 1 Jac. 2, c. 18, an extra duty of 5s. per ton for every voyage, was 1 Jac. 2, c. 18. laid upon all foreign built ships engaged in this trade. Subsequently, by 34 G. 3, c. 68, 34 G. 3, c. 68. (extended to Irish ships by 42 G. 3, c. 61,) it was enacted, that vessels engaged in the 42 G. 3, c. 61. coasting trade should be wholly navigated by British subjects, and this provision is still in force by virtue of the definition of a British ship given in the 12th section of the Act 8 & 9 Vict. c. 88. The absolute restriction of the coasting trade to British built ships 8 & 9 Vict. was not introduced till the Consolidation in 1825,

c. 88,

The trade with the Isle of Man was put on the footing of a coasting trade in 1844,

#### Note (A.)—British Ships.

Though it may be generally stated that the Navigation Laws give a preference to "British ships," there is an ambiguity in the phrase which renders further explanation necessary.

Under the existing law (8 & 9 Vict. c. 88, s. 13), no vessel is admitted to be a British 8 & 9 Vict. ship unless registered as such, and navigated by a British master, and by mariners of c. 88, s. 13. whom three-fourths are British subjects, and no ship can be registered as British unless she be owned by British subjects, and be of the build of a part of the British dominions; so that there are now three elements in the idea of a British vessel, the ownership, the build, and the navigation.

But in some of the early statutes these three elements were not all required, particularly in the Act of Navigation, which generally takes no notice of the build of the vessels in which the importations and exportations are to be carried on. In going through its provisions, it will be observed that-

- 1. The plantation trade is confined to the two following classes of ships:
  - (a.) Ships owned by the people of England, Ireland, &c. and
- (b.) Ships built in the plantations and owned by the people thereof: It being in both cases required that the ships should be navigated by English.
- 2. The trade between this country and Asia, Africa, and America is confined to ships owned by people of England, &c., or of the British possessions, duly navigated by English; nothing being said about the country in which the ships are built.
  - 3. The European trade is confined-
    - (a.) So far as relates to Russian goods, and the bulk of the enumerated articles. to ships owned by people of England, &c. and duly navigated, or to ships of the country of export.
    - (b.) So far as relates to currants and Turkish goods, to ships English-built and navigated, or to ships of the country of export.

0.204.

- 4. The coasting trade is confined to English-owned and English-navigated vessels.
- 5. In importations of fish double aliens' duties are charged on fish caught in other than English-owned vessels.

It will therefore be evident, that out of seven provisions only two have any reference to the build of vessels, while, of those two, one (3. b.) has no reference to their ownership.

On further examination of the Navigation Act, it will be seen that exceptions from its general rules are in two instances (Levant goods and East India goods), made in favour of certain importations in English-built shipping; while in two other instances (Spanish and Portuguese colonial goods, and bullion and prize goods), they are in favour of importations in English-owned shipping.

Lastly, provision is made, in the 10th and 11th sections of the Act, for the prevention of frauds in the purchase of foreign-built ships, and for securing that such ships shall be wholly owned by English before they can avail themselves of the privileges which the Act confers on English-owned ships.

13 & 14 Car. 2, c. 11.

Thus far the Act of Navigation. The Statute of Frauds (13 & 14 Car. 2, c. 11) enacts (sec. 6, par. 2) that no foreign built ship (that is to say, not built in [England, &c. or] any of his Majesty's dominions in Asia, Africa, or America) except ships purchased before a given day, and except prize ships, "shall enjoy the privilege of a ship belonging to England or Ireland, although owned or manned by English," "but all such ships shall be deemed as aliens' ships, and be liable unto all duties that aliens' ships are liable unto," &c. The former of the two passages placed within inverted commas would, if it stood alone, appear to require that all English-owned ships should, in order to obtain a right to the privileges conceded to them by the Act of Navigation, be also British-built, but it seems that the second passage restrains its application to the case of duties, which are higher on aliens' ships than on British ships.

15 Car. 2, c. 7, s. 6. 7 & 8 W. 3, c. 22, s. 2. By a subsequent Act (15 Car. 2, c. 7, s. 6) no goods from Europe are to be imported into the British possessions except in English-built shipping; and see s. 8 of the same Act. And by the Plantation Act (7 & 8 Will. 3, c. 22, s. 2), all importations into, and exportations from the possessions, must be in English-owned, English-built, and English-navigated vessels.

Prize-ships, however, if British-owned, are and always have been entitled to the privileges of British vessels.

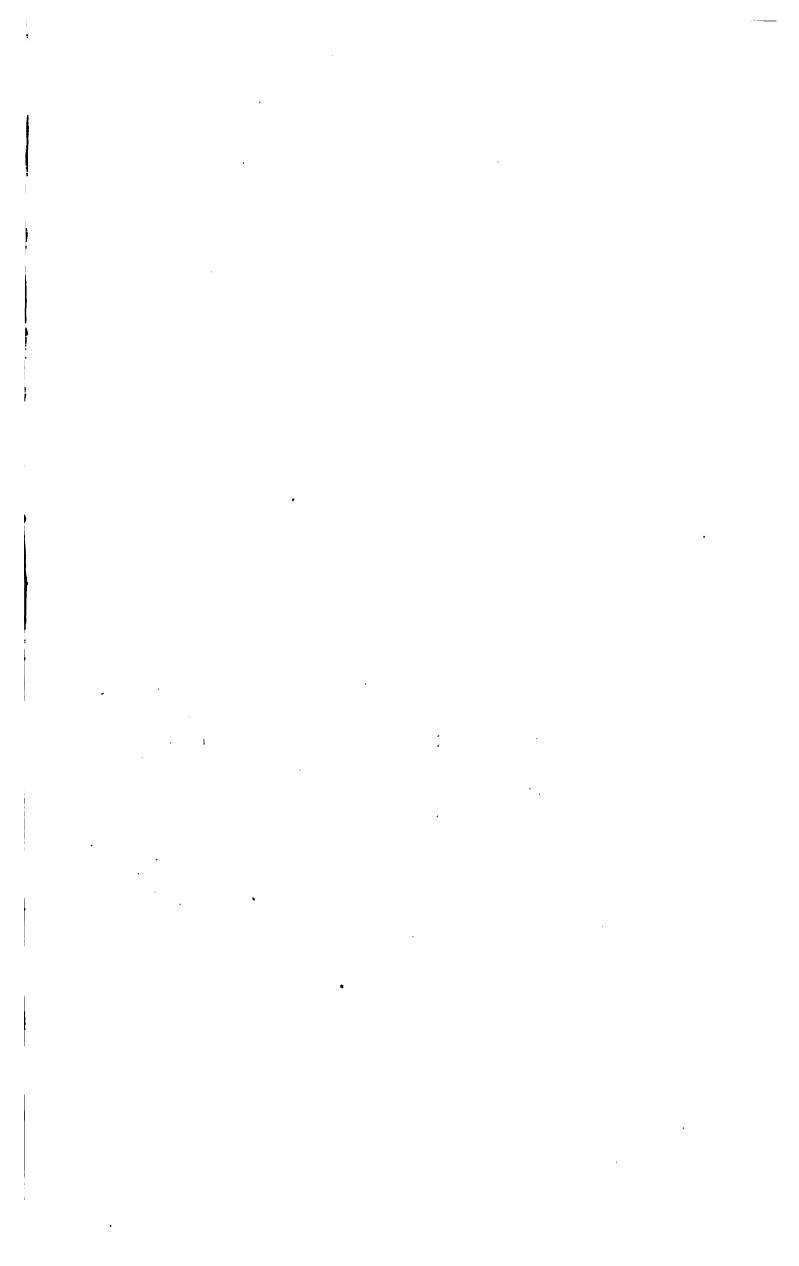
It may be noticed here, that the system of registering vessels is first prescribed in the 7 & 8 W. 3. Act of 7 & 8 Will. 3.

26 G. 3, c. 60.

In 1786, an Act was passed (26 Geo. 3, c. 60) by which it was provided, that for the future no ships should be entitled to the privileges of British ships, but such as were British-built as well as British-owned and navigated. Exceptions were made in favour of foreign ships built before May 1786, and belonging at that date to English owners. These might still engage in all such voyages as were previously open to British-owned ships not necessarily of British build. From the time that these ships of 1786 and older date became worn out, the term "British ship" acquired the sense in which it is now used, except as regards the coasting trade, for which a further provision has been made, in respect of the composition of the crew, as stated under the head "Coasting Trade."

34 G. 3, c. (8.

It is also necessary to notice the effect of some clauses in the Act 34 Geo. 3, c. 68, which provide that no ship, registered or required to be registered as a British ship, shall import or export any articles whatsoever unless it be duly navigated by British subjects. This places a restriction, previously unknown, upon the export trade of this country to foreign parts, and upon the import from Europe of other articles than those enumerated in the Act of Navigation. The Act further provides, that no such ship or vessel shall be navigated at all but by a master, and three-fourths at least of the mariners, British subjects. The corresponding provision in the present Act of Navigation is, that no British ship may depart from a British or colonial port unless duly navigated (sec. 19).



NAVIGATION LAWS.

RETURN containing a REPRINT of the APPENDIX to the FIFTH REPORT from the SELECT COMMITTEE on the Navigation Laws, 1847, entitled "A Comparative View of the Navigation Law of 1660 and 1847."

(Sir Howard Vincent.)

i Ordered, by The House of Commons, to be Printed,
7 August 1902.

[ $Price 2\frac{1}{2}d.$ ]

# WAGES AND EFFECTS OF DECEASED SEAMEN. 1.5

ACCOUNT of the Sums Received and Paid by the Board of Trade in respect of the Wages and Effects of Deceased Seamen, from the 1st April 1900 to the 31st March 1901.

the Sist Waren 1801.		
	Cash.	2½ per Cent. Stock.
	£. s. d.	£. s. d.
Balance on 31st March 1900, shown in the preceding Account	2,553 19 4	,,
£. s. d. 1894-95 - 2,208 18 · 5   1896-97 - 2,181 8 7   1898-99 - 3,014 7 2		(=£14,630 13 4   cash)
1895-96 - 2,486 0 8 1897-98 - 1,954 15 11 1899-1900 5,339 1 11		
Amount received from the Masters of Vessels, and from the Collectors of Customs in the Colonies, and from Her Majesty's Consuls abroad, for Wages and Effects of 2,515 Deceased Scamen	16,716 12 9	
Interest received on 2½ per Cent. Stock	320 0 9	
Amount paid in Year ended 31st March 1901 to the Relatives and Representatives of Deceased Seamen, viz.:—  14,181 18 9	19,592 12 10	
£. s. d. £. s. d.		
1894-95 - 42 12 - 1898-99 - 162 15 8 1895-96 - 23 17 8		
1896-97 - 19 5 1 1899-1900 2,705 19 3		1
1897-98 - 27 16 8   1900-01 - 11,199 12 5		
Amount unclaimed, received prior to 1st £ s. d.  April 1895, surrendered to Vote 9, Class II., as an appropriation in Aid 2,166 6 5	:	i :
Amount of Interest on invested portion of unclaimed Wages and Effects also surrendered 322 0 9 2,488 7 2	<u> </u>  -	<u> </u>
aurrendered 2,100 1 2		
	16,670 5 11	
	10,010 11	
£.	2,922 6 11	13,500 (=£14,630 13 4 cash)
BALANCE unclaimed on 31st March 1901, viz.:-	·	
£. s. d. 1895-96 - 2,462 3 - ; 1898-99 - 2,851 11 6		
1896-97 - 2,162 3 6 1899-1900 2,634 14 3		<b>V</b>
1897-98 - 1,926 19 3 1900-01 - 5,515 8 9 £' s. d.	٠.	
Board of Trade, 30th November 1901.	T. W. P. Bla Assis	
30th November 1901.		tant Secretary.

Exchequer and Audit Department,
Somerset House, London, W.C.
Sir T. W. P. Blomefield, Bart., Assistant Secretary to the Board of Trade, from 1st April 1900 to 31st March 1901, has been signed and passed by me under the 36th section of the Act 29 & 30 Vict. c. 39; and that the Charge and Discharge on the said Account are as follows:—

£. s. d. - 19,592 12 10 - 16,670 5 11 Charge -Discharge

and that on the said Account the Accounting Officer is indebted in the sum of Two Thousand Nine Hundred and Twenty-two pounds Six shillings and Elevenpence

Given under my hand this 30th day of December 1901.

F. Phillips, Assistant Comptroller and Auditor.

WAGES AND EFFECTS OF DECEASED SEAMEN.

ACCOUNT of the Sums Received and Paid in respect of the Wages and Effects of Deceased Seamen in the Year ended 31 March 1901:

(Presented by His Majosty's Command.)

Ordered, by The House of Commons, to be Printed, 28 January 1902.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY EYER AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from RYRE and SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and 32, Abingdon Street, Westminster, S. W.; or OLIVER and BOYD, Edinburgh; or E. Ponsoner, 116, Grafton Street, Dublin.

[ $Price \frac{1}{2}d.$ ]

# SEAMEN'S SAVINGS BANKS, MONEY ORDERS, TRANSMISSION OF WAGES.

ACCOUNT of all DEPOSITS Received and Repaid by the Board of Trade on account of Seamen's Savings Banks, under the Authority of the MERCHANT SHIPPING ACT, 1894, during the Year ended 20th November 1900, and of the Interest thereon:

STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS Issued and Paid at Ports in the United Kingdom and at Ports Abroad from 1855 to 31st March 1901;

ALSO,

STATEMENTS showing the RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES, Home and Foreign, from 1878 to 31st March 1901.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, to be Printed, 17 January 1902.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and 32, ABINGDON STREET, WESTMINSTER, S.W.; or OLIVER AND BOYD, EDINBURGH; or E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

# SEAMEN'S SAVINGS BANKS.

# Year ended 20th November 1900.

AN ACCOUNT of all Deposits Received and Repaid by the BOARD OF TRADE under the Authority of the MERCHANT SHIPPING ACT, 1894, 57 & 58 Vict. c. 60, during the Year ended 20th November 1900, and of the Interest thereon.

Note.—The Account is made up to the 20th of November, that being the date to which Interest for Savings Banks is calculated by the Commissioners for the Reduction of the National Debt.

RECEIPTS.					
Balance on 20th November 1899			£ 242,049	s. 11	<b>d</b> .
Amount received from Depositors during the Year ended 20th November 1900, viz.  From Depositors in the Seamen's Savings Bank	:— £. 79,630	s. d. - 11			
Marine Office at Liverpool	6,525	13 -	86,155	13	11
Debt during the Year ended 20th November 1900 (of which amount 5,564l. 0s. 11d has been credited to the Depositors' Accounts)			6,635	2	6
		£.	334,840	7	10
PAYMENTS.					
Repayments during the Year ended 20th November 1900, viz.:—  To Depositors in the Seamen's Savings Bank:	£. - 83,679	s. d. 3 10	£.	s.	d.
To Depositors in the Seamen's Temporary Deposit Bank at the Mercanti Marine Office at Liverpool	- 6,531	4 0	90,210	7	10
Transferred to Vote 9, Class II., for estimated cost of services rendered by Mercantil Marine Officers; to Vote 8, Class II., for work done at the Board of Trade; and to Postmaster General for Postage	e d 		545	-	-
Balance as under:  Invested with Commissioners for the Reduction of the National Debt  - Letter be also of His Majorete's Paymenter Commissioners	£ 241,567 - 2,517				
In the hands of His Majesty's Paymaster General	- 2,517		244,085	_	
		£.	334,840		10
Due to 5,723 Depositors, including Interest to 20th November 1900	£. - 240,386	s. d.			
Surplus Interest	- 3,698 £. 244,085	5 1			
Board of Trade, 30 November 1901.	•		mefield. stant Secre	etar	<b>y</b> -

# SEAMEN'S MONEY ORDERS.

### YEARS 1855 to 31st MARCH 1901.

STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS issued and Paid at Ports in the United Kingdom, and at Ports Abroad, from 1855 to 31st March 1900, inclusive.

						1	SSUED.			PAID.	
						Number.	Amoun	ıt.	Number.	Amour	nt.
	Unite Ports	ed Kingdom for Abroad from	rom 1st May 18 m 1st April 18	355 to 65 to	31st March 31st March	2,706,037	£. 15,182,450	s. d. 19 10		<b>£.</b> 15,178,518	s. a
1900. At Ports in the 1901. (Hom	Unit	ed Kingdom d	uring the Year	ended	31st March	48,712	284,921	10 1	{ 48,778 2,575		9 .
•	ng Po	• . ,	ring the Year	ended	31st March	2,664	38,848	12 5	{ 50	†901 *2	8 -
PORTS.	No. issued.	Amount.	PORTS.	No.	Amount.						
		£ s. d.			& s. d.				1	,	
Aden Amsterdam - Antwerp	125 369	65 1,212 5 11 4,836 17 6	Brought forward  Malaga  Manila  Marseilles -	1,825 1 29 111	25,981 18 8 2 10 - 553 7 - 1,959 12 8						
Baltimore Bombay Bordeaux	16 20 6	335 10 - 253 11 - 62	Monte Video -	1	35 -						
Boston Boulogne Brake Bremen	50 9 13 16	1,710 5 - 190 218 47 10 -	Nantes New Orleans -	31 38	591 321 5 -		  - 				
Bremerhaven - Buenos Aires -	50 7	547 8 6 45 15 -	Odessa Ostend	5 123	107 10 2,858						
Calcutta Callao Chittagong - Cronstadt	83 87 1 1	1,101 18 - 372 10 - 26 1 10 -	Pensacola	2	63 17 1						
Dordrecht	1 118	8 1,696 10 6	Philadelphia - Portland, Maine	58 7	1,007 19 6 130 10 -				:		
Fiume	2	48 -9 -	Riga Rosario Rotterdam - Rouen	1 2 377 7	5 5 4,500 14 10 118 5 -						
Genoa Ghent Gothenburg -	29 37 3	626 10 - 1,000 18 - 43	San Francisco - St. Nazaire -	16 1 <b>3</b>	367 1 7 136 2 -						
Hamburg Håvre	785 43	10,829 10 3 627	Stockholm -	3	9						
Leghorn	2	26	Valparaiso -	14	144 19 1						
Carried forward	1,825	25,931 18 8	TOTAL	2,664	38,848 12 5						
						2,757,413	15,506,221	2 4	2,756,882	15,501,328	2 1
						2,756,882	15,501,328	2 11	_	_	
Balance due b	<b>у В</b> оя 901.	ard of Trade	on account of	Order	s unpaid on	531	4,892	19 5	-	_	
	An	nount in hand	on 31st March	1901,	on account of	Commissi	ion and Exc	hange		£. 118	s. c
Board of 30 Novem	Trad	e, 01.}	·					T. W	. P. Blome	field, tant Secreta	ry.

# TRANSMISSION OF WAGES (HOME).

STATEMENT showing the RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES, from 1st February 1878 to 31st March 1901, inclusive.

		RECEIP	TS.		PAYME	NTS	•
From 1st February 1878 to 31st March 1900		£. 3,504,393	<b>s.</b>	<i>d.</i> 6	£. 3,502,041	s. 2	<i>d</i> . 5
From 1st April 1900 to 31st March 1901 (as per Summary below)	 £.	186,546 3,690,940			186,792 3,688,833		

Balance in hand on 31st March 1901 - - - £. 2,106. 7. 11.

	RECEIPT	18.				Port	•					PAYMENTS.
-	£	8.	d.	Board of Trade General Post Off		(Inland	- Tow	- ns)	-	-	-	£. t. d. 5,353 8 11 3,514 15 6
				Local Marine Bo	ard	<b>3:</b>						
	278	12	3	A berdeen	-	•	•	-	-	-	-	<b>567</b> 10 2
	40	18	6	Belfast -	-	-	•	-	•	-	-	2,226 15 11
	4,212	15	8	Bristol -	-	•	-	-	•	-	-	<b>2,520 10</b> 8
	14,388		6	Cardiff -	-	-	•	-	-	-	-	17,576 - 5
		1	3	Barry		-	-	-	-		-	4,650 17 3
	2,112	17	8	Penarth	-	-	-	•	•	-	-	1,235 12 9
	874		8	Cork -	-	•	•	-	-	-	-	1,069 17 7
	2,340	12	6	Dublin -	-	-	-	-	-		-	1,221 7 2
	3,570	11	1	Dundee -	•	-	•	-	-	-	-	2,008 17 -
	9,133	10	9	Glasgow	-	•	-	-	-		-	10,334 9 10
		_	1	Greenock	-	•	•	-	-	-	-	1,605 13 11
	17,559	15	3	Hull -	-	-	-	-	_	-	-	7,966 17 2
	3,933	2	1	Leith -	-	•	•	-	-	:	-	3,279 5 11
	20,129	10	7	Liverpool	-	•	•	-	-	-	-	34,368 6 7
		3	4	London, Doc	k-st	reet	•	•	-	-	-	8,747 17 4
	1,741	12	9	Newcastle	-	-	•	-	-	-	-	4,485 16 7
	1,319	11	3	Plymouth	•	-	•	•	•	-	-	1,150 11 11
	5,678	4	8	Shields, Nort	h	-	-	-	•	-		<b>5,</b> 556 16 3
	8,657	9	3	" Sout	h	-	-	-	-	-	-	10,023 8 7
	2,225		-	Sunderland	-	-	-	•	-	•	•	3,613 13 4
				Board of Trade	Offic	es:						
	6,637	5	11	Avonmouth	-	•	•	•	-	-	-	916 8 6
	2	7	5	Gourock	•	2	-	•	•	•	- ¦	569 14 6
	_	_	_	Gravesend	-	-	-	-	-	•	-	1,368 12 7
	474	2	4	Grimsby	-	-	•	-	-	•	-	787 1 8
	11,614	12	6	London, Pop	ar	•	-	•	-	•	- }	10,877 13 8
		5	4	" Tilb	ury	•	-	-	-	-	-	670 3 5
	16,616	11	11			Docks	•	-	-	-	-	2,635 - 2
	5,278	_	9	Manchester	-	•	-	-	-	-	-	2,189 19 10
	3,400	13	5	Newport, Mo	n.		-	-	-	•	-	5,407 6 10
		9	6	Queenstown		- '	-	•	•	-	- [	222 4 8
	_	3	_	Southampton		•	-	-	-	•.	-	5,420 16 9
	1,301	17	5	Swansea	-	-	•	-	•	•	-	3,164 2 3
	10,313	9	8	Other Ports	-	-	•	-	•	-	-	19,484 16 10
£.	186,546	16	3								£.	186,792 12 5

Board of Trade, 30 November 1901.

T. W. P. Blomefield,
Assistant Sccretary.

# TRANSMISSION OF WAGES (FOREIGN).

STATEMENT showing the RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES, Foreign, from 23rd August 1894 to 31st March 1901, inclusive.

	RECEIPTS.	PAYMENTS.
From 23rd August 1894 to 31st March 1900 From 1st April 1900 to 31st March 1901 (as per Summary below).	£. s. d. 221,221 8 4 49,578 4 6	£. s. d. 220,546 - 11 48,811 2 1
£.	270,799 12 10	269,357 3 -

Balance in hand on 31st March 1901 - - £. 1,442 9 10

RECEIPTS.			PLACE	<b>.</b>					PAYM	ent	.83
£. s. d.									£,	s.	d
18,580 4 4	Antwerp -	•	•	_			_		3,115	4	11
7,745 18 5	Dunkirk -	•		-	_	_	_	- 1	1,013		_
10,439 2 7	Hamburg -	-	-	_	-	-		- 1	1,415		6
12,810 14 11	Rotterdam -	-	-	-	_	-		-	2,033		4
2 4 3	Board of Trade	-	-	-	-	-	•	-	292	17	7
	Local Marine Bo	ards	:								
	A.berdeen		•	_	_	_		- 1	113	10	8
	Belfast -	-	-	-		-		- 1	463	_	
	Bristol -	•	-	-		-	-	- 1	574	_	
	Cardiff (inclu	ding	Barry	and	Pena	rth)		-	5,364	5	g
	Cork -			•				-	174		
	Dublin -	•	-	-	-	_	-	-	417		
	Dundee -	-	-	-	-	-	-	- }	468		
	Glasgow	-	-	-	-		-	-	2,033		- 8
•	Greenock	•	•	-	•	-	-	-	426		
	Hull -	-	-	-	-	-		-	1.921		_
	Leith -	•	-	-	-	-		-	908		
	Liverpool	-	-	•	•		-		6,034	9	10
	London, Dock	Str	eet		•	-	-	-	6,053		
	1 '.	-	-	-	-		•	-	827		
	Plymouth	-	-	-	-	-	•	-	101	- •	7
	Shields, Nort	h	-		_	-		-	755	-	-
	" Soutl		•	-	-	-		.	1,809		
	Sunderland	-	•	-	•	•	•	-	766		
	Board of Trade (	Office	es:								
	Gourock	-	•	•	-	-	-	-	9	11	6
•	Gravesend	-	-	-	•	•	•	-	162	3	7
		-	-	-	-	•	•	-	192	_	5
	London, Popl		•	•	•	•	-	- }	3,754	14	8
	" Tilb	ury	-	-	-	•	•	-	8	5	6
			Docks	-	•	-	-	-	248	6	7
	Manchester	-	-	-•	-	-	-	-	536	-	-
	Newport	-	-	-	-	-	-	-	755	4	1
	Queenstown		-	-	-	-	-	-	91		8
	Southampton	-	-	-	•	-	-	-	116		3
	Swansea	-	-	•	-	•	•	-	1,116	13	7
-	Other Ports (	Cust	oms O	utpo	rts)	-	-	-	4,732		
49,578 4 6								2	48,811	2	1

Board of Trade, 30 November 1901.

T. W. P. Blomefield,
Assistant Secretary.

AND TRANSMISSION OF WAGES. SEAMEN'S SAVINGS BANKS,
MONEY ORDERS,

ACCOUNT of all DEPOSITS Received and Repaid by the Board of Trade on account of Seamen's Savings Banks, under the Authority of the MERCHANT SHIF-PING ACT, 1894, during the Year ended 20 November 1900 and of the Interest thereon:

STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS Issued and Paid at PORTS in the United Kingdom and at Ports Abroad, from 1855 to 31 March 1901;

STATEMENTS showing the RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES, Home and Foreign, from 1878 to 31 March 1901.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed, 17 January 1902.

[Price 1d.]

12.

# SEAMEN'S SAVINGS BANKS, MONEY ORDERS, TRANSMISSION OF WAGES.

ACCOUNT of all DEPOSITS Received and Repaid by the Board of Trade on account of Seamen's Savings Banks, under the Authority of the MERCHANT SEIPPING ACT, 1894, during the Year ended 20th November 1901, and of the Interest thereon:

STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS Issued and Paid at Ports in the United Kingdom and at Ports Abroad from 1855 to 31st March 1902;

#### AL80,

STATEMENTS showing the RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES, Home and Foreign, from 1878 to 31st March 1902.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, to be Printed, 16 December 1902.

#### LONDON:

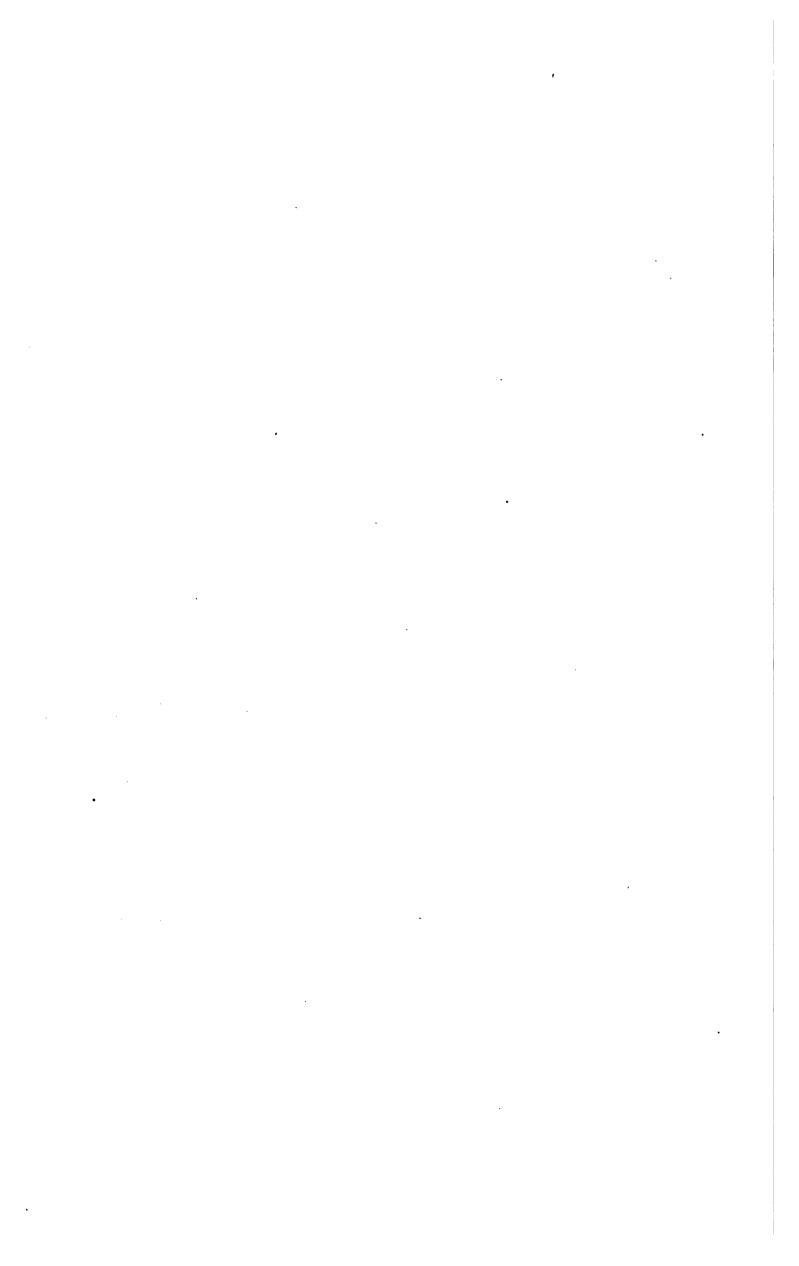
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,

BY EYRE AND SPOTTISWOODE,

FRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and 32, ABINGDON STREET, WESTMINSTER, S.W.; or OLIVER AND BOYD, EDINBURGH; or E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

1902.



# SUEZ CANAL.

Returns of Shipping and Tonnage: 1899, 1900, and 1901.

[In continuation of "Commercial No. 2: 1901."]

The British Suez Canal Directors to the Marquess of Lansdowne.—(Received June 6.)

My Lord, Paris, May 31, 1902.

WE have the honour to forward to your Lordship the Returns of the navigation through the Suez Canal for the year 1901, as compared with those of the two previous years 1899 and 1900.

The Returns are, as previously, comprised in nine Tables, and are in con-

tinuation of those inclosed in our despatch of the 27th April, 1901.

The following is a brief summary of their contents:

Table No. 1.—A Monthly Return of the Shipping, Tonnage, and Transit Receipts for the years 1899, 1900, and 1901.

The net tonnage for the past year shows an increase of 1,085,688 tons as compared with that of 1900, and of 928,210 tons as compared with that of 1899.

The transit receipts in 1901 amounted to 100,386,397 fr., and were higher than in any previous year since the opening of the Canal, and show an increase of 9,762,789 fr. as compared with those of 1900.

No special reason can be assigned for the increase in the trade through the Canal except that the economical situation of India has recently improved, and that there has been an increased activity in the trade with the East.

Table No. 2.—A Return of the Shipping and Tonnage for the same period of three years arranged under their respective Flags.

The number of vessels which passed through the Canal was 3,607 in 1899, 3,441 in 1900, and 3,699 in 1901, of which 2,310 in 1899, 1,935 in 1900, and 2,075 in 1901 carried the British flag.

There has been an increase last year as compared with 1900 in the tonnage of British vessels, which amounted to 6,586,310 tons in 1899, 5,605,421 tons in 1900, and 6,252,819 tons in 1901, but the tonnage of 1899 has not been reached. During the same period, the tonnage of German vessels has steadily increased from 1,070,767 tons in 1899 to 1,466,391 in 1900 and 1,762,624 tons in 1901.

Table No. 3.—A Comparative Return of these three years, based on Table No. 2, and giving the Percentage of the Shipping and Tonnage of the Flags engaged.

The percentage of British vessels and their net tonnage in 1901 was 56·1 and 57·8 respectively, as against 56·2 and 57·6 in 1900 and 64·0 and 66·6 in 1899, while the percentage of German vessels and their net tonnage in 1901 was 13·8 and 16·3 respectively, as compared with 13·4 and 15·1 in 1900, and only 10·7 and 10·8 in 1899. This increase in German traffic is the most remarkable feature in the Returns. There has been a slight decrease in the percentage of French and Dutch vessels, but a small increase in Russian shipping.

'Table No. 4.—A Return of the Shipping for the year 1901, arranged under its various Categories, Merchant-Vessels, Mail-Steamers, Ships of War, &c.

In this Table the shipping is divided into the various classes of merchant-vessels, mail-steamers, war-ships and transports, Government chartered vessels, and vessels in ballast. Of 2,685 merchant-vessels and vessels in ballast, of a net tonnage of 7,563,976 tons, passing through the Canal, 1,819 ships, of a net tonnage of 5,351,146 tons, were British, being 67.7 per cent. of the number and nearly 70.8 per cent. of the tonnage; 345, or 12.9 per cent., were German vessels, whose tonnage was 14.1 per cent. of the whole; France, Holland, Austria-Hungary, and Russia combined furnishing a total of 14 per cent. of the vessels and 11.9 per cent. of the tonnage of the carrying trade to the East through the Suez Canal.

Table No. 5.—A General Yearly Return of Vessels from the opening of the Canal to the present Time, showing their Gross and Net Tonnage, the Transit Receipts, and the mean Net Tonnage per Vessel.

In the ten years 1891–1900, the annual net tonnage ranged from 8,698,777 tons to 9,738,152 tons, and the transit receipts from 83,422,101 fr. to 90,623,608 fr. The average of the net tonnage was 8,588,947 tons; and of the transit receipts 80,006,013 fr.; while in 1901 the net tonnage amounted to 10,823,840 tons, and the transit receipts to 100,386,397 fr. The mean net tonnage per vessel, which in 1881 was only 1,517 tons, rose from 2,067 tons in 1891 to 2,830 tons in 1900, and to 2,926 tons in 1901.

As regards the size of vessels using the Canal, it may be remarked that 21 steamers exceeding 150 mètres (492 feet) in length passed through the Canal in 1901, the largest being the "Grosser Kurfurst" of the North German Lloyds, and the largest beam that of the Japanese iron-clad "Hatsuse," which measured 23 m. 32 c. (76 feet 6 inches).

Table No. 6.—A Monthly Return, showing the average Time occupied by Vessels in 1901, distinguishing those which navigated both by Night and Day from such as navigated by Day alone.

The mean duration of passage for all vessels navigating the Canal amounted to 18 hours 41 minutes in 1901 as compared with 18 hours 32 minutes in 1900. In 1901 the percentage of vessels navigating by night was 93.7 per cent., as against 91.2 per cent. in 1900.

Table No. 7.—A Return showing the Draught of Water of Vessels navigating the Canal during the last Sixteen years, with the Percentage of such Draught.

The percentage of vessels drawing less than 23 feet was 62.4 in 1900 as against 59.3 in 1901, while that of vessels drawing more than 23 feet was 37.6 in 1900 as compared with 40.7 in 1901.

Until the end of last year the maximum draught allowed for vessels passing through the Canal was fixed at 25 feet 7 inches, and 439 vessels, drawing more than 24 feet 7 inches, used the Canal, as compared with 302 in 1900 and 386 in 1899, representing a percentage of 10.7 in 1899, 8.8 in 1900, and 11.9 in 1901. From the 1st January, 1902, the maximum draught allowed has been raised to 26 feet 3 inches (8 mètres), and during the first four months of the current year 44 vessels have taken advantage of this improvement.

In 1891 352 vessels passed through the Canal for the first time, of which 82 belonged to shipping Companies whose vessels regularly use the Canal, and 7 steamers passed through the Canal with 30,000 tons of phosphate from Christmas Island, a British possession in the Indian Ocean.

Table No. 8.—A Return of the Number of Troops and Passengers who passed through the Canal in 1901.

The number of troops carried through the Canal amounted to 136,514 as against 154,249 in 1900, being a decrease of 17,735, although still above the average of previous years. There was an increase of 10,705 Turkish, 7,073 British, and 19 Belgian, against a decrease of 13,444 French, 13,250 Russian, 1,185 American, 952 Japanese, 759 Italian, 541 Dutch, 283 German, and 197 Portuguese troops as compared with 1900.

The number of civilian passengers amounted to 92,046 in 1901 as against 102,415 in the preceding year, being a decrease of 10,369, while the number of pilgrims, emigrants, and convicts was 41,631 in 1901 as compared with 25,530 in 1900, or an

increase of 16,131.

Table No. 9.—A Return showing the Number of Passengers carried through the Suez Canal from its opening in 1870 to the end of the year 1901.

In the year 1870, 26,758 civil and military passengers were carried through the Canal; in 1880 the number rose to 98,900, in 1890 to 161,352, and in 1901 to 270,221, as against 282,203 in 1900.

We would, in conclusion, call your Lordship's attention to the Convention signed on the 1st February last between the Egyptian Government and the Suez Canal Company for the extension of the Egyptian railway system from Ismaïlia to Port Saïd. As your Lordship is aware, land communication between these two towns has hitherto been maintained by a narrow-gauge line, which was constructed by the Company in 1893 for their own purposes, although the general public were permitted to use it, and light goods were carried at reasonable rates. The want, however, of greater facilities of transport has long been felt, and there is no doubt that the extension of the broad gauge to Port Saïd will not only bring about a large development of traffic, but, in all probability, within no far distant period, a large increase in the commerce and maritime importance of Port Saïd.

In accordance with the terms of the Convention, the Company undertake to construct the new line and let it to the Government, who will insure its working at their own cost. The Company further undertake to carry out any additional works in the harbour of Port Saïd which may be required by the increase of its commerce.

the harbour of Port Saïd which may be required by the increase of its commerce.

We are glad to be able to bear testimony to the public spirit and conciliatory disposition shown by the negotiators on both sides in the conclusion of this arrangement, which will probably not only increase the prosperity of Egypt, but contribute also to the further development of the traffic on the Canal and confer a corresponding benefit on the shareholders.

We have, &c.

(Signed)

J. STOKES.

H. AUSTIN LEE.

C. W. FREMANTLE.

Inclosure 1.

(No. 1.) -- MONTHLY RETURN of the Shipping and Tonnage that passed through the Suez Canal, together with the Transit Reccipts for the years 1809, 1900, and 1901.

Month.			1899.				1900.				1901.	
	Vessels.	Gross Tonnage.	Net Topnage.	Transit Receipts.	Vessels.	Gross Tonnage.	Net Tonnage.	Transit Receipts.	Vessels.	Gross Tonnage.	Net Tonnage.	Transit Receipts.
التراجية التراجية التراجية التراجية		Tons.	Tons.	Fr.		Tons.	Tons.	Fr.		Tons.	Tons.	Fr.
January	278	1,070,497	765,839	7,101,087	259	1,028,971	730,742	6,674,919	300	1,234 668	872,650	8,129,243
February	. 291	1,101,931	786,158	7,275,816	268	1,050,999	752,266	6,982,915	282	1,145,696	817.856	7,548,775
March	366	1,363,644	977,399	9.110,342	288	1,121,523	799,810	7,405,675	330	1,299,688	920,144	8,622,346
April	346	1,305,305	934,735	8,660,644	594	1,169,104	828,249	7,698,204	333	1,313,275	939,164	8,796,993
May	328	1,205,397	867,914	8,051,383	310	1,190,643	848,692	7.940,735	343	1,367,775	982,314	9,146,795
June	284	1,085,031	778,300	7,124,225	255	990,154	704,783	6,474,036	278	1,150,812	824,970	7,578,222
July	313	1,200,734	864.779	7,854,486	308	1,240,459	866,011	8,103,700	327	1 370,993	975,129	8,982,473
August	306	1,204,986	865,544	7,863,646	284	1,144,466	803,989	7,757,591	295	1,205,591	865,250	8,010,416
September	281	1,074,439	768,611	7,054,048	310	1,236,433	880,549	8,293,976	307	1,303,362	936,114	8,684,605
October	279	1,121,086	801,601	7,398,486	270	1,092,873	773,762	7,202,031	299	1,212,342	884,045	8,169,660
November	566	1,048,784	748,385	6,556,478	277	1,151,510	826,357	7,670,615	288	1,190,029	849,516	7,844,293
December	569	1,034,152	736,382	6,868,095	318	1,282,098	916,937	8,419,207	317	1,338,972	926,688	8,872,576
Total	3,607	13,815,991	9,895,630	91,318,772	3,441	13,699,287	9,738,152	90,623,608	3,699	15,168,233	10,823,840	100,386,397

Inclosure 2.

(No. 2.)—Return showing the Number of Vessels and Tonnage that passed through the Suez Canal during the years 1899, 1900, and 1901, arranged under their respective Flags.

5				1899.			1900.		,	1901.	
• . •			Vessels.	Gross Tonnage.	Net Tonnage.	Vessels.	Gross Tonnage.	Net Tonnage.	Vessels.	Gross Tonnage.	Net Tonnage.
				Tons.	Tons.		Tons.	Tons.		Tons.	Tons.
United Kingdom	:	:	2,310	9,046,031	6,586,310	1,935	7,771,346	5,605,421	2,075	8,651,015	6,252,819
Germany	: :	::	387	1,492,657	1.070.767	462	2,047,229	1,466,391	511	2,452,423	1,762,624
France	:	:	226	940,124	598,819	285	1,167,986	751,759	281	1,158,077	756,782
Holland	:	:		583,010	418,867	232	704,458	506,976	230	709,548	508,578
Austria-Hungary	:	:	101	371,364	266,359	126	467,605	341,326	138	555,065	408,518
Russia	:	:	55	266,444	171,589	100	451,151	307,172	129	537,035	363,685
Japan	:	:	65	321,127	224,636	63	351,854	245,679	22	334,553	237,338
Italy	:	:	69	200,624	132,765	85	247,166	158,564	87	268,329	176,401
Spain	:	:	39	164,202	114,149	34	153,247	109,984	35	155,974	112,721
Norway	:	:		165,738	123,756	30	90,205	981'89	47	102,796	76,096
Denmark	:	:		76,105	58,061	. 27	97,239	72,671	20	76,178	56,746
Turkey	:	:	26	52,384	36,669	58	43,124	29,490	40	67,871	47,220
America	:	:	26	101,245	62,689	55	78,314	54,499	25	65,923	45,027
Greece	:	:	<u>:</u>	11,223	8,438	67	214	96	9	11,617	8,602
Belgium	:	:	:	16,758	12,411	7	16,895	12,375	*	7,036	4,873
Portugal	:	:	:	2,260	1,287	8	6,424	4,250	9	4,339	2,483
Sweden	:	:		1,020	591	8	2,996	2,158	4	2,729	1,574
Argentine Republic	:	:	:	:	:	-	1,777	1,147	_	1,777	1,147
Siam	:	:	<del>-</del>	775	538	:	•	:		521	345
Sarawak	:	:	:	:	:	:	•	:	-	365	231
Egypt	:	:	es :	2,891	1,920	:	•	:	~	62	30
Totals	:	:	3,607	13,815,991	9,895,630	3,441	13,699,237	9,738,152	3,699	15,163,233	10,823,840

Inclosure 3.

(No. 3.)—Return showing the Percentage of the Shipping and Tonnage of all Flags that passed through the Suez Canal during the years 1899, 1900, and 1901.

		1899.			1900.			1901.	
Flag.	Percentage of Vessels.	Percentage of Gross Tonnage.	Percentage of Net Tonnage.	Percentage of Vessels.	Percentage of Gross Tonnage.	Percentage of Net Tonnage.	Percentage of Vessels.	Percentage of Gross Tonnage.	Percentage of Net Tonnage.
United Kingdom	64 .0	65 • 5	66 .6	56 .2	56 • 7	<b>57</b> · 6	56 · 1	57 · 1	57 •8
Germany	10.7	10.8	10.8	13 -4	15.0	15.1	13.8	16.2	16.3
France Holland	6.3	6.8	6.1	8.3	8.5	7.7	7.6	7.6	7 .0
	5 · 7 2 · 8	4·2 2·7	4·2 2·7	6 ·8 3 · 7	5·2 3·4	5 .2	6 · 2 3 · 7	4·7 3·7	4 .7
Austria-Hungary Russia	1.5	1.9	1.7	3·7 2·9	3.3	3·5 3·2	3.7	3.7	3·8 3·4
7	1.8	2.3	2.3	1.8	2.6	2.5	1.5	2.2	2.2
[+ <u>-</u> ]	1.9	1.2	1.3	2.4	1.8	1.6	2.4	1.8	1.6
Bania	i ·i	1.2	1.2	1.0	î.î	î î	1.0	1.0	1.0
Norman	1.7	1.2	1.3	0.9	0.7	0.7	1.3	0.7	0.7
Denmark	0.6	0·5	0.6	0.8	0.7	0.8	0.5	0.5	0.2
Curkey	0.7	0.4	0.3	0.8	0·3	0.3	ĭ·i	0.5	0.4
America	0.7	0.8	0.7	0.7	0.6	0.6	0.7	0.4	0.4
Greece	0.1	0.1	0.1	(A)	· (A)	(A)	0.2	0.1	0.1
Belgium	0.1,	0.1	0.1	Ò·2	ò·i	ò·ί	0.1	(A)	0.1
Portugal	0.1	(A)	(A)	0 · 1	(A)	(A)	0.2	(A)	(A)
Sweden	0.1	(A)	(A)	(A)	(A)	(A) (A)	0.1	(A)	(A)
Argentine Republic		••		(A)	(A)	(A)	(A)	(A)	(A)
Siam	(A)	(A)	(A)	••	••	••	(A)	(A)	(A)
arawak				••		••	(A)	(A)	(A)
Egypt	0.1	(A)	(A)	••	••	••	(A)	(A)	(A)
Totals	100	100	100	100	100	100	100	100	100

(A.) Less than 1 per 1,000.

Inclosure 4.

(No. 4.)—Return of Shipping and Tonnage that passed through the Suez Canal during the year 1901, arranged under their respective Flags and Categories.

Flag.	3	Ierchant Vessels.	Ma	il Steamers.		ar Ships and Transports.		overnment- tered Vessels.	Vess	els in Ballast.		Totals.
	N	o.   Net Tonnage.	No.	Net Tonnage.	No.	Net Tonnage.	No.	Net Tonnage.	No.	Net Tonnage.	No.	Net Tonnage
termany Trance Ioliand ustria-Hungary ussia apan taly pein orway benmark urkey merica ireece telgium ortugal	3 1 1	Tons. 5,261,887 1,062,258 17, 310,659 22 253,520 33 169,475 160,453 12 26,965 9 21,618 90 56,746 75,118 90 56,746 32 42,758 5 7,988 2 4,549 4 1,574	194 128 126 104 70 60 55 67 26 	Tons. 766,923 543,459 377,789 255,014 230,950 169,045 226,742 127,052 91,105	48 9 12 4 4 11 2 10 	Tons. 73,943 14,943 29,580 3,044 3,928 18,113 8,596 7,968 678 45,027 2,463	14 29 15 7	Tons. 60,907 136,513 37,833 4,865 10,538 14,383 206	41 3 1 2 1 4 1 2 1 2 1 2	Tons. 89,259 5,551 3,021 5,536 43 978 3,578 604 324	2,075 511 281 281 138 129 57 87 87 47 20 40 25 6 4	Tons. 6.252,819 1,762,624 756,762 508,578 408,518 363,895 237,338 176,401 112,721 76,096 56,736 47,220 45,027 8,602 4,573 2,453
rgentine Republic iam arawak		1			1 	1,147  		  	•••	•••	1 1 1 1 1	1,147 345 231 30
Totals	2,6	29 7,456,022	810	2,786,279	185	208,340	69	265,245	56	107,964	3,699	10,823,840

### Inclosure 5.

(No. 5.)—Yearly Return of Shipping and Tonnage that passed through the Suez Canal from its opening until the year 1901, together with the Transit Receipts.

	Year.		Number of Vessels.	Gross Tonnage.	Net Tonnage.	Transit Receipts.	Mean Net Tonnage per Vessel.
						Fr.	
1869			10	10,557	6,576	54,460	657
1870	• •	••	486	654,915	436,609	5,159,327	898
1871	• •		765	1,142,200	761,467	8,993,732	995
1872	••	]	1,082	1,744,481	1,160,743	16,407,591	1,071
1873	• •		1,173	2,085,072	1,367,767	22,897,319	1,166
1874	••		1,264	2,423,672	1,631,650	24,859,383	1,290
1875		••	1,494	2,940,708	2,009,984	28,886,302	1,345
1876	••		1,457	3,072,107	2,096,771	29,974,998	1,439
1877	••		1,663	3,418,949	2,855,447	32,774,344	1,416
1878	••		1,593	3,291,535	2,269,678	31,098,229	1,425
1879	••		1,477	8,236,942	2,263,332	29,686,060	1,532
1880	••		2,026	4,344,519	3,057,421	39,840,487	1,509
1881	••		2,727	5,794,491	4,136,779	51,274,352	1,517
1882	••		3,198	7,122,125	5,074,808	60,545,882	1,586
1883	••		3,307	8,051,307	5,775,861	65,847,812	1,746
1884	•••		3,284	8,319,967	5,871,500	62,378,115	1,787
1885	• •		3,624	8,985,411	6,335,752	62,207,439	1,748
1886	••		3,100	8,183,313	5,767,655	56,527,390	1,860
1887	,,		3,137	8,430,043	5,903,024	57,862,370	1,881
1888	••		<b>3,44</b> 0	9,437,957	6,640,834	64,832,273	1,930
1889			3,425	9,605,745	6,783,187	66,167,579	1,951
1890	••		3,389	9,749,129	6,890,094	66,984,000	2,033
1891		••	4,207	12,217,986	8,698,777	83,422,101	2,067
1892	••	••	<b>3,</b> 559	10,866,401	7,712,028	74,452,436	2,166
1893	•	••	0.041	10,753,798	7,659,068	70,667,361	2,100
1894	• •	• • •	3,352	11,283,854	8,039,175	73,776,827	2,398
1895	• •	••	3,434	11,833,637	8,448,383	78,103,717	2,460
1896	• •	••	3,409	12,039,858	8,560,283	79,569,994	2,511
1897	••	• •	2,986	, ,	, , ,	70 020 545	2,645
1898	••	• • •	2,960 8,50ถ	11,123,403 12,962,631	7,899,373 9,238,603	72,830,545 85,294,769	2,645
1899	• •	• •	3,607	13,815,991	9,895,630	91,318,772	2,743
1900	••	• •					
	••	••	3,441	13,699,237	9,738,152	90,623,608	2,830
1901	• •	• •	3,699	15,163,233	10,823,840	100,386,397	2,926

# Inclosure 6.

(No. 6.)—Monthly Return of Vessels for 1901, giving the Mean Duration of Passage of such as navigated by Night, as compared with those navigating by Day only.

		Mean Duration of Passage.										
Month.			For Vessels navigating by Night as well as by Day.			For Vessels navigating by Day only.			For all Vessels.			
			Number of Vessels.	Durat	ion.	Number of Vessels.	Durat	ion.	Number of Vessels.	Durat	ion.	
			·	Hrs.	m.		Hrs.	m.	<del> </del>	Hrs.	m.	
anuary	• •	••	281	17	56	19	40	58	300	19	22	
February	••	••	269	18	57	13	22	33	282	19	7	
March	••	• •	803	18	29	27	37	46	330	20	4	
April	••	••	313	17	59	20	27	25	333	18	33	
May	••	••	318	17	14	25	29	39	343	18	9	
une	••	• •	263	17	10	15	23	37	278	17	30	
uly	••	• •	309	17	5	18	25	28	327	17	32	
August	••	• •	272	17	13	23	28	15	295	18	5	
September	••		287	17	15	20	28	1	307	17	57	
October	••	• •	279	17	30	20	28	10	299	18	13	
November	• •		274	17	14	14	29	32	288	17	50	
December	••	••	299	20	42	18	36	14	317	21	35	
Totals,	and total	mean		<del></del>								
	ation		3,467	17	54	232	30	19	3,699	18	41	

Inclosure 7.

(No. 7.)—Return showing the Draught of Water of Vessels that passed through the Suez Canal for the years 1886 to 1901, inclusive.

				Vessels having a Draught of Water of-									
Year.				Less than 7 mètres. (22 ft. 11 in.) 7.01 to 7.10 mètres. (23 ft. 3 in.)	7 ·11 to 7 ·20 mètres. (23 ft. 7 in.)	7.21 to 7.30 mètres. (23 ft. 11 in.)	7.31 to 7.40 mètres. (24 ft. 3 in.)	7.41 to 7.50 mètres. (24 ft. 7 in.)	7.51 to 7.60 mètres. (24 ft. 11 in.)	7.61 to 7.70 mètres. (25 ft. 3 in.)	7.71 to 7.82 mètres. (25 ft. 7 in.) (a)	Total Number of Vessels.	
1886	· Number Percentage	••		2,426 78 ·26	190 6·13	143 4·61	112 3 ·61	125 4·03	104 3 · 36			••	3,100
1887	Number Percentage	••		2,359 75·19	139	173 5·52	109 3 ·48	151 4 '81	156 4 · 97		••		3,187
1888	Number Percentage	••		2,469 71 · 77	223 6 '48	197 5 · 73	122 3 · 55	147 4·27	282 8 · 20	••	••		3,440
1889	Number Percentage	•••		2,436 71 ·12	236 6 · 89	218 6·37	122 3·56	149 4·35	264 7 · 71			••	3,425
1890	Number Percentage	••		2,395 70 · 67	230 6 · 79	189 5 · 58	87 2 · 57	165 4 ·87	178 5 · 25	53 1 · 56	48 1·41	44 1 · 30	3,389
1891	Number Percentage			3,187 75·76	241 5·73	208 4 · 94	135 3·21	182 4 · 33	119 2 · 83	54 1 · 28	1.09	35 0·83	4,207
1892	Number Percentage	••		2,609 73·31	225 6·32	201 5·65	120 3·37	174 4 ·89	103 2·89	51	1 24	32 0·90	3,559
1893	·· { Number Percentage	••	••	2,303 68 ·93	251 7·51	213 6·38	109 3·26	188 5 • 63	113 8·38	60 1 · 79	48 1 · 44	56 1·68	3,341
1894	· Number Percentage	••	••	2,206 65 · 8	278 8·3	218 6·5	120 3·6	228 6·8	130 3·9	1.4	59 1·7	66 2·0	3,352
1895	·· { Number Percentage	••	••	2,184 63 · 6	270 7·8	242 7·0	126 3 · 7	241 7·0	143 4 · 2	1.6	2.6	85 2·5	3,434
896	$\cdot \cdot \begin{cases} \text{Number} \\ \text{Percentage} \end{cases}$	••	••	2,142 62 · 8	240 7 ·0	188 5 · 5	98 2·9	219 6·4	162 4·8	2·0	130 · 3 ·8	162 4·8	3,409
897	·· { Number Percentage	••	::	1,782 59·7	206 6·9	161 5·4	96 3 · 2	209 7·0	141 4·7	2·8	135 4·5	172 5·8	2,986
898	$\cdot \cdot \begin{cases} \text{Number} \\ \text{Percentage} \end{cases}$	••	:-	2,151 61 · 4	275 7·8	171 4·9	100 2·8	244 7·0	188 5 · 4	2.5	125 3 · 6	162 4 · 6	3,503
899	· Number Percentage	••		2,125 58·9	319 8·8	248 6·9	107 3·0	268 7 · 4	154 4 · 3	2.2	144 4 · 0	161 4·5	3,607
900	Number Percentage	•• ,	••	2,149 62·4	258 7 • 5	163 4·7	111 3·2	219 6·4	139 4 · 1	2·3	142 4 1	180 5 · 3	3,441
1901	·· { Number Percentage	••	•	2,196 59·3	28 <b>6</b> 7 · 7	229 6 · 2	124 3·4	239 6·5	186 5 · 0	108 · 2 • 9	128 3 · 5	203 5·5	3,699

<sup>(</sup>a.) Since April 15, 1890, vessels have been allowed to pass through the Canal with a draught of water of 7.80 mètres (25 ft. 7 in.), and in December 1901 the "Grosser Kurfurst" passed through with a draught of water of 7.82 mètres (25 ft. 8 in.). From the 1st January, 1902, the maximum draught of water has been raised to 26 ft. 3 in. (8 metres).

### Inclosure 8.

(No. 8.)—Return showing the Number and Classification of Passengers both Outward and Homeward Bound, exclusive of Ships' Crews, that passed through the Suez Canal during the years 1900 and 1901.

					1900.		1901.			
Cla	ssificatio	n.		Outward Bound.	Homeward Bound.	Totals.	Outward Bound.	Homeward Bound.	Totals.	
Military—							•			
Russian		••		37.377	9,947	47,324	9,096	24.978	34,074	
French	•••	••		34,522	9,356	43,878	8,206	22,228	30,434	
German	••	•••		24,478	1,689	26,167	5,376	20,508	25,884	
British	•••	•••		5,613	7,484	13,097	10,511	9,659	20,170	
Turkish	•••	•••		5,162	3,273	8,435	12,888	6,252	19,140	
Spanish		••		••	4,921	4,921				
Italian		•		2,790	487	3,277	638	1,880	2,518	
Dutch				981	1,735	2,716	1.263	912	2,175	
American				2,695	1	2,636	176	1,325	1,501	
Japanese	••	••	•	••	1,242	1,242		290	290	
Portuguese		• •		506		<b>506</b>	309		309	
Belgian	••	••		••	••	••	••	19	19	
Military	total	••	••	114,114	40,135	154,249	48,463	88,051	136,514	
Civilians	••	••		50,570	51,845	102,415	46,808	45,238	92,046	
Pilgrims, emigrar	its, and o	onvicts	••	14,689	10,841	<b>25,53</b> 0	19,188	22,473	41,661	
Totals	••	••		179,373	102,821.	282,194	114,459	155,762	270,221	

Inclosure 9.

(No. 9.)—Return showing the Number of Passengers carried through the Suez Canal from its opening to the end of the year 1901.

		Year.	•	Military.	Civilians.	Pilgrims, Emigrants, and Convicts.	Total Passengers on Vessels.	Total Passengers on Boats.	Total.
1870	••	•••		 			26,758		•••
1871	••	••	••	 ••		••	48,422		••
1872	••	••		 ••			67,640	1 1	••
1873	••	••	••	 ••		••	68.0 <b>30</b>	l i	••
1874	••	••	••	 ••			73,597	1	
875	••	••	••	 ••		••	84,446		••
876*	••	••	••	 30,420	20,832	8,362	59,614		••
877	••	••	••	 39,463	24,409	8,949	72,821		• •
1878	••	••	••	 58,274	26,170	11,919	96,363		••
879	••	••	• •	 42,775	26,697	12,672	82,144	1	••
880	• •	••	• •	 49,493	29,139	20,268	98,900	1	••
881	• •	••	• •	 43,163	35,604	8,039	86,806	1	••
882		••	••	 62,898	38,288	20,686	121,872	"	••
883	••	••	• •	 47,919	36,149	31,529	115,597+	3,579	119.17
884	••	••	••	 74,318	39,987	34,993	148,298	3,618	151,91
885	••	••	••	 112,230	47,068	42,473	201,771	4,178	205,949
886	••	••	••	 84,593	55,320	27,709	167,622	3,788	171,41
887	••	••	••	 91,966	53,414	33,405	178,785	4,211	182,99
888	••	••	••	87.131	63,103	29,231	179,465	4,430	183,89
889	••	••	••	 75,445	72,192	27,868	175,505	5,087	180.59
890	••	•••	••	67,767	69,479	18,430	155,676	5,676	161,35
891	••	••	••	93,780	73,562	20,784	188.126	6,347	194.47
892		••	••	 91,743	70,239	21,929	183.912	5,907	189,820
893	••	••	••	71,880	67,262	41,290	180,432	6,066	186.49
894	••	•••	••	73,428	71.996	20,562	165.986	17	166.00
895	••	••	••	 118,635	74,878	23,423	216.936	14	216,94
896	••	••	••	198.520	78,652	31.055	308,227	13	308,24
897	••	••	••	92,639	83,833	14.743	191.215	9	191,224
898	••	••	••	122,052	79,836	17.783	219.671	58	219.729
899	••	••	••	 108,552	88,616	24,179	221,347	30	
900	••	•••	•••	 154,249	102,415	25,530	282.194	9	221,348 282,203
901	••	•••	••	136,514	92,046	41.661	270,221	"	282,203 270,221

<sup>The distinction has only been made since 1876.
Until 1883 the passengers on boats were included in the total of passengers on vessels.</sup> 

SUEZ CANAL.

RETURNS of Shipping and Tonnage: 1899, 1900, and 1901.

[In continuation of "Commercial No. 2: 1901."]

Presented to both Houses of Parliament by Command of His Majesty. June 1902.

LONDON:

PRINTED BY HARRISON AND SONS.

#### HARWICH HARBOUR.

AN ABSTRACT of the Accounts of the Receipts and Expenditure of the Harwich Harbour Conservancy Board, from the Time of their Incorporation under "The Harwich Harbour Act, 1863," down to, and inclusive of, the 31st day of March 1902; also an Account of their Credits and Liabilities (as nearly as the same can be ascertained and estimated) down to, and inclusive of, such last-mentioned Date; together with a Report of the Conservancy Board on their Proceedings and on the Works executed by them, and on the State of Harwich Harbour, furnished by the said Conservancy Board to the Board of Trade, pursuant to "The Harwich Harbour Act, 1863," Section 6.

(As returned by the Conservancy Board to the Board of Trade.)

Board	of Trade,	١
	June 1902.	J

FRANCIS J. S. HOPWOOD.

(Presented pursuant to Section 6 of the Harwich Harbour Act, 1863.)

Ordered, by The House of Commons, to be Printed, 17 June 1902.

LONDON:

PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,

BY EYRE AND SPOTTISWOODE,

PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
32, ABINGDON STREET, WESTMINSTER, S.W.; or
OLIVER AND BOYD, EDINBURGH; or
E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

## REPORT OF THE HARWICH HARBOUR CONSERVANCY BOARD.

(H. 7067.)

The Harwich Harbour Conservancy Board report that the amount received from dues on shipping for the year ended 31st March last was 2,534l. 14s.  $10\frac{1}{2}d$ ., more by 270l. 19s.  $0\frac{1}{2}d$ . than that received in the preceding year.

The sums received for ballast was 98l. 18s., and for interest and other items 103l. 16s. 10d., bringing up the total income for the year to 2,737l., 9s.  $8\frac{1}{2}d$ ., being an increase on the total revenue to 31st March 1902 of 248l. 2s.  $5\frac{1}{2}d$ .

It will be seen by the Engineer's Report, copy of which is hereunto annexed, that no works of importance have been carried out by the Board during the year, the proposed dredging scheme referred to in former reports has been under further consideration, and it is hoped that arrangements for carrying out the contemplated works will shortly be completed.

That Mr. William Murray, who held the position of Harbour Master and Collector of Dues from the year 1871 resigned his office in November last, and that Captain Alexander A. Muter, late a commander in the Khedevial steam mail line, and a Younger Brother of the Corporation of the Trinity House, has been appointed Harbour Master and Collector of Dues in Mr. Murray's place.

The Board much regret to have to report the death, in January last, of Mr. Robert Free, who was one of the Conservators appointed at the time of the Board's incorporation in the year 1863, and for the last 20 years had been its Chairman.

Mr. Edward Packard, the Conservator representing the Municipal Corporation of Ipswich, has been appointed Chairman in the late Mr. Free's place.

By order of the Board
(Signed) Richd. S. Barnes,
Clerk to the Board.

Harwich, 18 April 1902.

#### ENGINEER'S REPORT.

To the Chairman and Members of the Harwich Harbour Conservancy Board.

Gentlemen,

THERE is no perceptible difference in the present condition of the works from that named in my last Annual Report, nor evidence of further decay or damage to the superstructure of the jetties, while such gales as have occurred during the year were not of great violence, long continuance, or from a quarter in which heavy swell would be raised. In fact, the past winter has been one of unusual quiet and more free from north-easterly gales than known for many years.

It is doubtless owing to these conditions that great and rapid changes in the beach lines, along the harbour frontage of the works, such as took place during the previous year, have been almost entirely absent during the past twelve months, and that the high and low water contours have now assumed a more desirable and regular outline.

The quantity of beach carried through the main jetty from its East side to the West or harbour frontage and thence eroded and transported by the scour of the ebb current towards the Beach End shoal has been small.

Further extensive groyning of the sea shore on the Felixstowe Manor end and New Town frontages has been and is still in progress, for holding up the beach and maintaining the coast line, while whatever quantity of beach was carried westward of the groynes has been caught and retained in the deep excavations made in the beach abreast of Landguard Fort for the formation of of the New Right battery, so cutting off the supply to the Beach End and main jetty.

With regard to the Beach End shoal it would appear, from the fact of H.M.S. "Severn" having grounded on its western side while coming into harbour close upon the line of the leading lights, that it is possible that the shoal is still encroaching to the westward on the fairway channel. If this is so, it may be accounted for by the natural action of the tidal currents, that of the ebb tide having its force divided and diminished by the new channel forming to the eastward of the shoal, while that of the flood tide has the same direction as before, with apparently undiminished force, producing a widening of the old fairway channel to the westward and allowing the shoal to follow it, unchecked by the formerly compensating scour of the ebb current.

The harbour leading beacons and light towers have, together with the cottage and storehouse, been painted throughout, the low beacon light protected against further mischievous damage, and the lamps and burners maintained in an efficient state.

A self-registering tide gauge has been fixed at Felixstowe Dock by the Hydrographer to the Admiralty and in action during the past twelve months; the results obtained will be of much value and interest.

No new works of any importance have been constructed within the Board's jurisdiction, and with the exception of such parts of the harbour as need the projected dredging it is generally in a satisfactory condition.

I am, Gentlemen,

Your obedient Servant

(Signed) Thos. Miller, M.I.C.E.

Ipswich,
April 15th, 1902.

# CONSERVANCY BOARD. HARBOUR THE HARWICH

ABSTRACT of ACCOUNTS of RECEIPTS and PAYMENTS for the Period ended 31st March 1902.

	ABSIDACI	Abstract is deficient to toadled A					
RECRIPTS.	1 Angust 1863 to to 131 March 1901.	1 April 1901 to 11. 31 March 1902.	Total.	Patments.	l August 1863 to 31 March 1901.	1 April 1901 to 31 March 1902.	TOTAL.
Вотопио	£. s. 6	d. £. s. d. 73 2,633 13 103	£. s. d. 61,803 9 6	Public Works Loan Commissioners,	£. s. d. 6,915 12 6	£. s. d. 205 12 6	£. 8. d. $7,121$ 5 -
Votes by Parliament, Treasury Allowances.*	17,273 2		17,273 2 4	Instalments of Loan repaid. Public Works Loan Commissioners, Interest on Loan. Salaries and Collectors' Poundage	7,344 0 6	98 11 5	7,442 11 11 19,142 6 -
Public Works Loan Commissioners	- 000,01		10,000	Land			2,403 11 - 35,050 12 11 6,364 19 1
Interest -	297 2	6 103 15 10	400 18 4	Incidental Expenses Law Expenses	3,841 13 3	8 81 <del>1</del> 0e · ·	0,504 10 1 1,122 2 1 3,841 13 3
Incidentals	- 65 -		65	y Agents -	91		700 16 8
				અં	81,615 9 8	1,574 7 3	83,189 16 11
		· 		Balance: Consols		4,401 9 - 951 2 3 - 2 - 1,000	6,352 13 3
	£. 86,805 0	53 2,737 9 83	89,542 10 2			ધ્મે .	89,542 10 2

Richard S. Barnes, Clerk to the Board. I certify that the above is a true Abstract of Receipts and Payments for the period ended 31st March 1902, and that the accounts have been audited by this Board. (Signed)

Harwich, 18 April 1902.

T. W. P. Blomefield, Assistant Secretary. I hereby certify that this Account has been examined by me, under the direction of the Board of Trade, as provided by Sec. 6 of the Harwich Harbour Act (26 & 27 Vict. c. 71), and that the same is correct.

Board of Trade, 10 May 1902.

\* This is exclusive of the various advances by the Treasury for settlement of Contractor's claims, and the expense of proceeding with the hearting of Landguard Jetty.

† This is exclusive of the 4,0001, paid in discharge of the balance due to the Contractor on 22nd March 1870, and of various sums paid on account of hearting Landguard Jetty.

THE HARWICH HARBOUR CONSERVANCY BOARD.

31st MARCH 1902.

STATEMENT of ASSETS and LIABILITY ASSETS.	ITIES of the Bo	STATEMENT of ASSETS and LIABILITIES of the Board at the above Date, as nearly as the same can be Estimated.  ASSETS.  LIABILITIES.	stimated.	·
	£. £. a. 6,352 11 3	Harbour Master's Poundage on March Collection	•	£. e. d. 22 15 4
of Engineer	44 &2 &2	Conservators' Travelling Expenses	1	16
Dae from Harbour Master	87	Sundry small accounts	,	r - 0g
			٠	
<b>ં</b>	6,356 16 6		ધ્યં	87 15 4
Harwich, 18 April 1902.		(Signed) Richar	Richard S. Barnes, Clerk to	Barnes, Clerk to the Board.

HARWICH HARBOUR.

ABSTRACT of the ACCOUNTS of the RECEIPTS and EXPENDITURK of the HARWICH HARBOUR CONSERVANCY BOARD, from the Time of their Incorporation under "The Harwich Harbour Act, 1863," down to, and inclusive of, 31 March 1902; also an ACCOUNT of their CREDITS and LIABILITIES (as nearly as the same can be ascertained and estimated) down to, and inclusive of, such last-mentioned Date; together with a REPORT of the Conservancy Board on their Proceedings and on the Works executed by them: &c.

(Presented pursuant to Section 6 of the Harwich Harbour Act, 1863.)

Ordered, by The House of Commons, to be Printen, 17 June 1902.

[Price 1d.]

220.

#### PETERHEAD HARBOUR.

# REPORTS

RESPECTING

# PETERHEAD HARBOUR WORKS.

(IN CONTINUATION OF C.-412.)

Presented to both Nouses of Parliament by Command of Mis Majesty.



# LONDON: PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE, BY WYMAN AND SONS, LIMITED, FETTER LANE, E.C.

And to be purchased, either directly or through any Bookseller, from EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C.; and 32, ABINGDON STREET, WESTMINSTER, S.W.; or OLIVER AND BOYD, EDINBURGH; or E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

1901.



#### REPORT

RESPECTING

## PETERHEAD HARBOUR WORKS.

(IN CONTINUATION OF C.-412.)

Westminster Chambers, 9, Victoria Street,

> London, S.W., 11 April 1901.

#### PETERHEAD HARBOUR OF REFUGE.

Engineers' Report for the year ended 31st March 1901.

#### South Breakwater.

During the past year the Breakwater was extended 120 lineal feet, and the rubble mound was added to and partially levelled up over a length of about 860 feet ahead of the superstructure.

The principal items of work comprised in the above extension are as follows:

Rubble deposited in foundation Levelling surface of moundation	on mo	ound or fo	- oundin	- : ឬ	17,266 tons
superstructure Levelling surface of berm to re	-	-	_	-	800 superficial yards
apron	-	-	-	-	400
Concrete in mass -			•		330 cubic yards
Do. in blockwork -	-	-	-	- 1	2.921
Do. blockwork in apron Granite ashlar in facework	-		-	-	707 ,,
Granite ashlar in facework	•	-	-	- 2	4,087 cubic feet
Do. other than in bl	ocks	(in	cludin	g	
tongues)	-	-	-	-	1,062 ,,
Permanent way laid -	-	-	-	-	1,062 80 lineal yards

To permit of the lowering of the foundations, 494 tons of surplus rubble were removed by divers.

#### BARGE HARBOUR.

The retaining wall was extended 90 lineal feet (including the return end), and finished. The principal items of work done were as follows:—

Concrete	-	-	-	-	73 cubic yards
Granite ashlar facework	-	-	-	-	1,427 cubic feet
Do. in coping					207 ,,
3774 3 F 00F 000 10/01 377- 8- C		. a			

5514. Wt. 17667. 600-10/01. Wy. & S.

#### NEW RESERVOIR AT STERLING HILL.

This reservoir, which has a capacity of 750,000 gallons, was completed and brought into use in October last.

The principal items of work executed during the past year were as follows:—

Excavation	-	-	-	-	-	-	-	59 cu	bic yard	s
Concrete -	-	-	-	-	-	-	-	913	,,	
5-inch cast-ir	on pip	oes la	id, in	cludii	ng val	lves	-	33 <del>1</del> l	ineal yar	ds
6-inch drain		· -	-	-	-	-	~	106	,,	
Wire fencing	-	-	-	-	-	-	-	235	,,	

A 50-ton Goliath has been received from Messrs. Stothert & Pitt, Bath. The railway, workyard, plant and buildings were maintained in good order.

The daily average number of men and horses employed on the works during the past year was as follows:

Freemen	-	-	-	-	-	-	-	-	152
Convicts	-	-	-	-	-	-		-	165
Warders and	guar	$\mathbf{ds}$	•	-	-	-	-	-	28
Horse -	_	_	_	_	_	_	_	_	1

#### PROGRESS DRAWING.

The accompanying drawing shows, as far as practicable, the progress made with the Breakwater during the year.

> (signed) Coode, Son and Matthews, Engineers-in-Chief.

#### PETERHEAD HARBOUR.

MEMORANDUM by the Director of Works of the Navy on Messrs. Coope, Son and Matthews' Report for the financial year 1900-1901.

- 1. In compliance with Treasury letter of the 3rd April, 1888, I forward the Report of the Engineers-in-Chief on the Works executed during the financial year ended 31st March, 1901.
- 2. The Report shows that good progress was made with the South Breakwater. The progress made during the last eight years is as follows:-

1893-94	-	-	105	feet	and	d 40 feet of foundations prepared in addition
1894-95	-	-	90			00 1144 - 1144
1895-96	-		$112\frac{1}{2}$	,,		60 ,, ditto ditto
1896-97	-	-	105	,,	,,	45 ,, to low-water level
1897–98	-	-	90	,,	,,	34 ,, to 10 ft: $7\frac{1}{2}$ in. below low water
18 <b>9</b> 8–99	-	-	$112\frac{1}{2}$	,,	,,	1,071 tons of surplus rubble removed by divers
			_			in consequence of lowering level of super-
						structure 13 feet
1899-1900	-	-	<b>12</b> 8	,,	,,	609 tons ditto · ditto
1900–1901	-	-	120	,,	,,	494 ,, ditto ditto

- 3. The rubble mound has been added to and partially levelled up over a length of about 860 feet ahead of superstructure.
  - 4. The railway, workyard, plant and buildings have been properly maintained.
  - 5. The new storage reservoir at Sterling Hill has been completed.

- 6. The retaining wall at Barge Harbour, to prevent the washing down of the rubble slope by waves coming over the Breakwater, has also been completed.
- 7. The average number of convicts employed during the year has been 165 as against 175 shown in previous year's report. It was originally contemplated that 500 convicts would be available daily. The average number during the last seven years has been 212, the numbers being:—

1894-95	-	-	-	-	-	-	-	229
1895 – 96	-	-	-	-		-	-	241
<b>1896</b> –97	-	-	-	-	-	-	-	237
1897–98	-	-	-	-	-	•	-	226
1898-99	-	-	-		-	-	-	211
1899-1900	)	-	-	-	-	-	-	175
1900-01	_	_	-	_	-	_	-	165

8. The annual report of the Surveyors has been received, with measurements and valuation of the work done on the basis of Sir John Coode's original estimate plus a percentage, as mentioned in my memorandum on the report of Messrs. Coode, Son and Matthews, 1897–98, to cover the estimated increased cost of 160,000l. due to the dearth of convicts and consequent greater cost of labour.

The following extracts are made from the Surveyors' Report:—

- "Permanent work has been done to the Breakwater, and material pre-"pared during the year, which we value at 23,780l. 17s. 6d.
  - "The cost as per Engineers' returns is 17,930l. 11s. 2d.
- "Our valuation of the permanent work at the Breakwater is more by 5,850l. 6s. 4d. than the cost as set forth by the Engineers.
- "The value of the material on the ground at the 31st March, 1900, was "13,789l. 10s. 11d.
- "The value of the material on the ground at the 31st March, 1901, was "12,141l. 6s. 1d.
- "The decision to lower two courses the Breakwater beyond the Rock necessitated the removal of a portion of the rubble mound already tipped. This removal had to be done by divers. Our valuation of this work is "370!. 10s"

The Surveyors do not anticipate any excess on the revised total estimate.

Although the Surveyors' Report shows that permanent work during the year was carried out considerably under the revised estimate, leaving a substantial reserve for unforeseen contingencies, it must be borne in mind, as pointed out in my memoranda for the three years past, that the difficulties become greater as the work proceeds into deeper water; it seems probable that damage by storms will also increase as the structure advances farther across the bay.

(signed) E. Raban,

Director of Works.

• 

# REPORTS

RESPECTING

## PETERHEAD HARBOUR WORKS.

(IN CONTINUATION OF C.—813.)

Presented to both Souses of Parliament by Command of Sis Majesty.



LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY WYMAN AND SONS, LIMITED, FETTER LANE, E.C.

And to be purchased, either directly or through any Bookseller, from EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C.; and 32, ABINGDON STREET, WESTMINSTER, S.W.; or OLIVER AND BOYD, EDINBURGH; or E. PONSONBY, 116, GRAFTON STREET, DUBLIM.

1902.



#### REPORTS

RESPECTING

### PETERHEAD HARBOUR WORKS.

(IN CONTINUATION OF C.—813.)

Westminster Chambers, 9, Victoria Street,

> London, S.W., 12th April 1902.

#### PETERHEAD HARBOUR OF REFUGE.

Engineers' Report for the year ended 31st March 1902.

#### SOUTH BREAKWATER.

During the past year the Breakwater was extended 150 lineal feet, and the rubble mound has been added to and partially levelled up over a length of 723 feet ahead of the superstructure.

The principal items of work comprised in the above extension are as follows:—

Rubble deposited in mound foundation -	- 15,856 tons
Levelling surface of mound for found	ling
superstructure	- 1,000 superficial yards
Levelling surface of berm to receive blockw	
apron	- 500
Concrete in mass	- 322 cubic yards
Do. in blockwork	- 16,034 ,, ,,
Do. blockwork in apron	- 957 ,, ,,
Granite ashlar in facework	- 30,203 cubic feet
Do. other than in blocks (include	ling
tongues)	
Permanent way laid	- 100 lineal yards

To permit of the lowering of the foundations, 367 tons of surplus rubble were removed by divers.

#### PLANT.

The railway, workyard, plant and buildings have been maintained in good order.

The daily average number of men and horses employed on the works during the past year was as under:

Freemen	-	-	-	-	-	-	-	-	146
Convicts		-	-	-	-	-		-	142
Warders and	guard	ls	-	-	-	-	-	-	28
$\mathbf{Horse}$ -	-	-	-	-	-	-	•	-	1

6644 Wt. 11642. 600-9/02. Wy. & S.

#### PROGRESS DRAWING.

The accompanying drawing\* shows, as far as practicable, the progress made with the Breakwater during the year.

(Signed) Coode, Son and Matthews, Engineers-in-Chief.

#### PETERHEAD HARBOUR.

Memorandum by the Director of Works of the Navy on Messrs. Coode, Son and Matthews' Report for the financial year 1901-1902.

- 1. In compliance with the Treasury letter of the 3rd April, 1888, I forward the Report of the Engineers-in-Chief on the Works executed during the financial year ended 31st March, 1902.
- 2. The Report shows that good progress was made with the South Breakwater. The progress made during the last eight years is as follows:—

1894–95 1895–96	-	-	$112\frac{1}{2}$	,,	and "	60 feet	;	$\operatorname{ditto}$	prepared in addition ditto	1
1896 – 97	-		105	,,	,,			w-water le		
<b>1897–9</b> 8	-		90	,,	,,				below low water	
1898-99	-	-	$112\frac{1}{2}$	,,	,,	1,071 t	ons o	f surplus r	ubble removed by d	ivers
								uence of 13 feet	lowering level of s	uper-
1899-1900	-	-	128	,,	,,	<b>609</b> to	ns	${f ditto}$	ditto	
2000 02	-		120	,,	,,	494 ,	,,	ditto	ditto	
1901–02	-	-	150	,,	,,	367,	,	${f ditto}$	$\operatorname{ditto}$	

- 3. The rubble mound has been added to and partially levelled up over a length of about 723 feet ahead of superstructure.
  - 4. The railway, workyard, plant and buildings have been properly maintained.
- 5. The average number of convicts employed during the year has been 142 as against 165 shown in the previous year's report. It was originally contemplated that 500 convicts would be available daily. The average number during the last seven years has been 199, the numbers being:—

1895-96	-	-	-	-	-	-	-	241
1896–97	-	-	-	-	-	-	-	237
1897–98	-	-	-	-	-	•	-	226
1898-99	-	-	-	-	-	-	-	211
1899-1900	)	-	-	-	-	-	-	175
1900-01	-	-	-	-	-	-	-	165
1901-02	_	-	_	-	-	_	_	142

6. The annual report of the Surveyors has been received, with measurements and valuation of the work done on the basis of Sir John Coode's original estimate plus a percentage, as mentioned in my memorandum on the report of Messrs. Coode, Son and Matthews, 1897–98, to cover the estimated increased cost of 160,000l. due to the dearth of convicts and consequent greater cost of labour.

The following extracts are made from the Surveyors' Report:—

- "Permanent work has been done to the Breakwater, and material pre-"pared during the year, which we value at 28,351l. 4s. 6d.
  - "The cost as per Engineers' returns is 22,143/. 1s. 11d.
- "Our valuation of the permanent work at the Breakwater is more by "6,2081. 2s. 7d. than the cost as set forth by the Engineers.
- "The value of the material on the ground at the 31st March, 1901, was "12,141l. 6s. 1d.

<sup>\*</sup> Not printed.

"The value of the material on the ground at the 31st March, 1902, was "10,048l. 16s. 10d.

"The decision to lower two courses the Breakwater beyond the Rock necessitated the removal of a portion of the rubble mound already tipped. This removal had to be done by divers. Our valuation of this work is 275l. 5s."

The Surveyors do not anticipate any excess on the revised total estimate.

Experience has shown that it is absolutely necessary to strengthen the Breakwater, and with this view under Treasury authority, dated 26th February, 1902, [No. 3177 02], it is being increased in width.

The cost of the extra work is estimated by the engineers at about 72,000l., but it is hoped that a considerable portion thereof, if not the whole, may be met by savings on the approved estimate of the total cost of the construction of the harbour.

Every effort will be made to avoid any excess on the total estimate, and a report is to be made after two years' experience as to the financial effect of the scheme.

(Signed) E. Raban,

Director of Works.

25th August, 1902.

#### RAMSGATE HARBOUR.

STATEMENT of the Receipts and Payments made by the Board of Trade, for the Year ended 31st March 1901; together with an Account of the Receipt and Issue of Stores.

(PRESENTED PURSUANT TO ACT 24 & 25 VICT. c. 47, s. 33.)

Ordered, by The House of Commons, to be Printed, 17 January 1902.

LONDON:
FRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from

EYRE AND SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and
32, Abingdon Street, Westminster, S.W.; or

OLIVER AND BOYD, Edinburgh; or

E. PONSONBY, 116, Grafton Street, Dublin.

# ROYAL HARBOUR OF RAMSGATE.

STATEMENT of the Income and Expenditure of the Board of Trade for the Year ended 31st March 1901.

RECEIPTS.	STOCK (2\frac{2}{4}/_o Consols).	Савн.	PAYMENTS.	STOCK (21 % Consols).	Савн.
Balance on 1st April 1900	£. s. d. 78,285 2 1	£. s. d. 4,621 7 11	•	£. s. d.	£. \$. d. 8,976 12 8
Proceeds of Sale of £15,000 Consols		14,684 5 6	Cost of Improvements to entrance of Inner £ s. d. Harbour (further on account) 16,681 1 8 Less amount charged in previous account - 10,317 10 -	t .	6,363 11 8
Towage and Salvage Services	,	1,101 4 7	Cost of Maintenance: Materials, Stores, and Tradesmen's Bills	•	2,205 3 3
On Tonnage of Ships, Whurfage, Rent of Warehouses, Dry Dock, Slipway, &c.	1	6,335 2 2	Wages of Boatmen, Crews of Steam Tug and Dredger, Policemen, Artizans and Labourers	1	3,755 2 5
Income from Rent of Houses, &c		1,600 5 4	Salaries and Allowances to Harbour Master, Engineer, &c.	•	903 12 4
Interest on Securities		2,049 13 1	Gas, Water, Stationery, Office Expenses, and Incidentals Superannuation Allowanes (including Gratuities of	•	4
Amount recovered in respect of Damage to Harbour Property	,	8 3 6	.)		396 13 3 100
Proceeds of Sale of Old Stores	,	9 17 5	To Exchequer and Audit Department for Audit of Accounts for 1898-99	,	19
Proceeds of Sale of Old Dredger	•	2,500	Consols realized	15,000	
£. s. d. Amount transferred from Vote 9. Class II for				15,000	23,179 - 3
Steam Tug and Lifeboat Services in the Year 1900-1901 - 80			Balance on 31st March 1901, as under	63,283 2 1	9,831 19 3
Contribution from Vote 9, Class II., towards Maintenance of the Lifeboat for the Year			Paymaster General (adjusted for transfers and Outstanding Orders) 9,824 14 5		
1900-1901	•	103	Balance on Sub-Accounts 7 4 10 9,831 19 8		
<b>લં</b>	78,283 2 1	33,010 19 6	8.	£. 78,283 2 1	33,010 19 6

	106
	[arch ]
-	at X
	nded 3
	or the Year ender
•	he X
,	×
•	I the HARBOUR, for t
•	the L
	5
	3 use 0
•	the
٠	8 10r
	TORE
٥	5
	emagrapha
-	
D	cerb
117	
90	5
NA C	1 1 1 1 1 1
TA PL	
FAFE	4
.E	7

RECEIPTS.	САВН.	ISSUES.	Савв.
Balance remaining in Store on 1st April 1900	£. s. d.	£. s. d. 595 4 10 Cost of Stores issued	£. s. d. 843 8 5
Cost of Articles received into Store	1,025 13 2	Balance remaining in Store, 31st March 1901	7 6 777
£.	1,620 18 0	£. 1	1,620 18 0
Board of Trade, 30 November 1901.		T. W. P. Blomefield, Assistant Secretary.	ecretary.

Exchequer and Audit Department, Somerset House, London, W.C.

I HEREBY certify that the Statement of the Account of Sir T. W. P. Blomefield, Bart., in respect of the Royal Harbour of Ramsgate, from 1st April 1900 to 31st March 1901, has been signed and pased by me under the 36th section of the Act 29 & 30 Vict. c. 39; and that the Charge and Discharge on the said Account are as follows:—

- £.33,010 19 6 - 23,179 0 3 Discharge -Charge

and that on the said Account the Accounting Officer is indebted in the sum of Nine Thousand Eight Hundred and Thirty-one pounds Nineteen shillings and Three pence.

Given under my hand, this 30th day of December 1901.

F. Phillips,
Assistant Comptroller and Auditor.

RAMSGATE HARBOUR.

STATEMENT of the RECEIPTS and PAYMENTS made by the BOARD of TRADE, for the Year ended 31 March 1901; together with an ACCOUNT of the Receipt and Issue of STORES.

(Presented pursuant to Act 24 & 25 Vict. c. 47, s. 83.)

Ordered, by The House of Commons, to be Printed, 17 January 1902.

 $[Price rac{1}{2}d.]$ 

1

#### PIERS AND HARBOURS.

#### (PROVISIONAL ORDERS.)

#### Session 1902.

REPORT by the Board of Trade of their Proceedings under The General Pier and Harbour Act, 1861 (24 & 25 Vict. c. 45), and The General Pier and Harbour Act, 1861, Amendment Act (25 & 26 Vict. c. 19).

In pursuance of the 19th Section of The General Pier and Harbour Act, 1861, the Board of Trade make the following Report of their Proceedings with regard to applications for Provisional Orders under the above-named Acts.

The steps to be taken by Promoters for obtaining Provisional Orders are specified in the Acts themselves; but with regard to objectors the Board of Trade have made the following regulation, and in the case of all notices given of intention to apply for a Provisonal Order under the above Acts the Promoters are required to publish a notice directing attention to the same:—

"Any objections to the Provisional Order which it is intended to urge on the Board of Trade must be received by them on or before the 20th of January. A copy of such objections must also be sent at the same time to the Promoters; and in forwarding the objections to the Board of Trade the objectors, or their agents, should state that this has been done."

The following is a statement of the applications now under the consideration of the Board of Trade and of the steps which have been taken with respect to them:—

#### 1. Brownies Taing.

The Promoters are John Bruce, Esq., G. R. Jamieson, Esq., and others, who apply for powers to provide for the incorporation of the Brownies Taing Pier Trustees, nine at first, subsequently seven in number, and to empower them

A

#### (1.) To construct—

- (a) a pier (solid) at Brownies Taing, commencing at the landward end of a spur of rocks known as "Brownies Taing," and extending seaward in a westerly direction for about 53 yards, and thence in a north-westerly direction for about 20 yards, with a proposed future extension in the same direction for about 40 yards;
- (b) a hauling slip from the fishing pier near the centre of Sandy Geo, and extending to low-water mark in a westerly direction for about 33 yards along the foreshore; and

`and

#### 2 REPORT BY THE BOARD OF TRADE OF PROCEEDINGS

- (c) a road connecting the pier with the present road leading to the village of Cumblewick.
- (2.) To levy rates in schedule.
- (3.) To borrow any sum not exceeding 5,000l.
- (4.) To lease the rates.

The estimated cost of the works is 4,506l. 8s. 1d.

No objections to the application have been received, and the Board propose to proceed with the Order.

#### 2. Снатнам.

The Promoters are the Corporation of Chatham, who apply for powers—

- (1.)—(a) To construct an extension (open) in a north-westerly direction of the existing Sun Pier, at Chatham; and
  - (b) to construct a dolphin or protective work (open) in the bed of the River Medway.
- (2.) To borrow any sum not exceeding 4,000l., and, with the approval of the Board of Trade, such further sums as may be required.
- (3.) To lease the rates.
- (4.) To erect pavilions, &c. on the pier.

This Order is to be read with the Chatham Pier Orders, 1863 and 1884.

Objections have been received from the Medway Conservancy Board.

The estimated cost of the works is 4,000/.

The Board are at present in communication with the Local Government Board, and the matter is under consideration.

#### 3. Drogheda.

The Promoters are the Drogheda Harbour Commissioners, who apply for powers—

- (1.) To provide that, for the purpose of rating, the net register tonnage of steamers (other than steam tugs) shall be reckoned at not less than such proportion (not exceeding 50 per centum) of the gross register tonnage of such vessels as the Commissioners may from time to time determine.
- (2.) To make a similar provision in the case of steam tugs, except that the said proportion shall not exceed 18 per centum of the gross register tonnage.

Objections have been received from-

- (1.) The Drogheda Steam Packet Company and the Lancashire and Yorkshire Railway Company.
- (2.) The Drogheda Chamber of Commerce.

The matter is under consideration.

4. FALMOUTH

#### 4. FALMOUTH.

The Promoters are the Corporation of Falmouth, who apply for powers-

- (1.)—(a) To make a widening (solid) of the existing north-eastern arm of the Market Strand Quay, and to extend the said quay so widened in a north-easterly direction;
  - (b) to make a further extension (open) of the Market Strand Quay;
  - (c) to make an extension (solid) of the existing Custom House or Town Quay in a north-easterly direction; and
  - (d) to make a sea-wall (solid) with a promenade between Grove Place and the Custom House Quay.
- (2.) To levy rates in schedule in lieu of existing rates.
- (3.) To borrow any sum which, with money borrowed under the Falmouth Piers Order, 1878, and remaining unpaid, shall not exceed 14,000l., and, with the approval of the Board of Trade, such further sums as may be required.
- (4.) To lease the rates.

The estimated cost of the works is 14,000l.

The Order is to be read with the Falmouth Piers Order, 1878.

Objections have been received from-

- (1.) The Corporation of Truro.
- (2.) The St. Mawes Steam Tug Company.
- (3.) The owner of the s.s. "Penguin."

The Board are in communication with the Local Government Board, and the matter is under consideration.

#### 5. HARRINGTON.

The Promoters are Alan Delancy Curwen, Esq., Alexander Wilson, Esq., and others, who apply for powers—

- (1.) To provide for the incorporation of the Harrington Harbour and Dock Board, not exceeding seven in number, and to transfer the existing harbour to them.
- (2.) To empower the Board—
  - (1.) To construct the following works:
    - (a) An extension (solid) of the existing pier at Harrington for about 180 yards in a westerly direction.
    - (b) A pier or breakwater (solid) commencing at a point about 80 yards north-east of the end of the above pier, and extending in an easterly direction.
  - (2.) To levy rates in schedule.
  - (3.) To borrow any sum not exceeding 100,000l.
  - (4.) To sell or lease wharves warehouses, &c.

**o**.10**6**.

#### 4 REPORT BY THE BOARD OF TRADE OF PROCEEDINGS

The estimated cost of the works is 50,000l.

No objections to the application have been received, and the matter is under consideration.

#### 6. St. Anne's-on-the-Sea.

The Promoters are the St. Anne's-on-the-Sea Land and Building Company, Limited, who apply for powers—

- (1.) To make a widening (open) on both sides of the existing pier and pier head, at St. Anne's-on-the-Sea, belonging to the Promoters.
- (2.) To levy rates in schedule in addition to those authorised by the Order of 1879.
- (3.) To erect pavilions, &c. on the existing pier, and the works authorised by the Order.
- (4.) To close the pier on special occasions.

The Order is to be read with the St. Anne's-on-the-Sea Pier Order, 1879.

The estimated cost of the works is 26,080l.

Objections have been received from the Corporation of Preston. The matter is under consideration.

#### 7. St. Margaret's Hope.

The Promoters are W. MacLennan, Esq., F. G. M. Heddle, Esq., and others, who apply for powers to provide for the incorporation of the St. Margaret's Hope Pier Trustees, seven in number, and to empower them —

- (1.) To construct the following works:—
  - (a) A pier or quay (solid) on the west side of St. Margaret's Hope Bay, extending seawards for 310 feet.
  - (b) An excavation of part of the foreshore on the south side of Work (a).
  - (c) An access road leading from Work (a) to the public highway between St. Margaret's Hope village and Ronaldsvoe.
- (2.) To levy rates in schedule.
- (3.) To borrow, with the consent of the Secretary for Scotland, any sum not exceeding 5,000l.
- (4.) To lease the rates.

The estimated cost of the works is 4,350l.

No objections to the application have been received, and, subject to certain modifications, the Board propose to proceed with the Order.

#### 8. TENBY.

The Promoters are the Corporation of Tenby, who apply for powers—

(1.) To borrow such further sums as the Local Government Board may authorise, in addition to the existing borrowing powers.

(2.) To levy a special district rate not exceeding one shilling in the pound, or to increase the tolls and dues on vessels, &c. using the pier.

There are no specified works.

The Order is to be read with the Tenby Improvement Act, 1838, and the Tenby Pier and Landing Stage Order, 1897. Objections have been received from—

- (1.) C. Egerton Allen, Esq.
- (2.) F. B. Mason, Esq., and others.

The Board are awaiting the observations of the Local Government Board upon the application, and in the meantime its consideration is suspended.

#### 9. WATCHET.

The Promoters are the Watchet Harbour Commissioners, who apply for powers—

- (1.) To transfer Watchet Harbour to the Watchet Urban District Council, and to authorise them to make good any deficiency in the harbour fund out of the general district rate.
- (2.) To empower the Council to—
  - (a) Restore the previously existing harbour works.
  - (b) Increase certain of the rates authorised by the Watchet Harbour Act, 1860.
  - (c) Borrow any sum not exceeding 16,800l.

The estimated cost of the works is 16,000l.

No objections have been received.

The Board are awaiting the observations of the Local Government Board on the application, and in the meantime its consideration is suspended.

#### 10. WEXFORD.

The Promoters are the Wexford Harbour Commissioners, who apply for powers—

- (1.) To provide that, for the purposes of rating, the net register tonnage of steamers (other than steam tugs) shall be reckoned at not less than such proportion (not exceeding 50 per centum) of the gross register tonuage of such vessels, as the Commissioners may from time to time determine.
- (2.) To make a similar provision in the case of steam tugs, except that the said proportion shall not exceed 18 per centum of the gross register tonnage.

Objections have been received from-

- (1.) The Waterford Steamship Company.
- (2.) The Irish Steamship Association.

The matter is under consideration.

11. Wicklow.

#### 11. Wicklow.

The Promoters are the Wicklow Harbour Commissioners, who apply for powers—

- (1.) To provide that, for the purposes of rating, the net register tonnage of steamers (other than steam tugs) shall be reckoned at not less than such proportion (not exceeding 50 per centum) of the gross register tonnage of such vessels, as the Commissioners may from time to time determine.
- (2.) To make a similar provision in the case of steam tugs, except that the said proportion shall not exceed 18 per centum of the gross register tonnage.

No objections to the application have been received, and the matter is under consideration.

Beard of Trade, 28 February 1902. FRANCIS J. S. HOPWOOD.

• . . 

# (PROVISIONAL ORDERS.)

# SESSION 1902.

REPORT by the Board of Trade of their Proceedings under The General Pier and Harbour Act, 1861 (24 & 25 Vict. c. 45), and The General Pier and Harbour Act, 1861, Amendment Act (25 & 26 Vict. c. 19).

(Presented pursuant to section 19 of the General Pier and Harbour Act, 1861 (24 & 25 Vict. c. 45.).)

Ordered, by The House of Commons, to be Printed, 28 February 1902.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from EYRE and SPOTTISWOODE, East Harding Street, Fleet Street, E.O., and S2, Abingdon Street, Westminster, S.W.; or OLLYER and BOYD, Edinburgh; or E. PONSONBY, 116, Grafton Street, Dublin.

[Price 1d.]

#### PIER AND HARBOUR PROVISIONAL ORDERS (No. 1) BILL.

RETURN to an Order of the Honourable The House of Commons, dated 29th May 1902;-for,

COPY "of Memorandum stating the Nature of the Proposals contained in the Provisional Orders included in the Pier and Harbour PROVISIONAL ORDERS (No. 1) BILL."

Board of Trade, 28th May, 1902.

FRANCIS J. S. HOPWOOD.

MEMORANDUM stating the Nature of the Proposals contained in the PROVISIONAL ORDERS included in the PIER AND HARBOUR PROVISIONAL ORDERS (No. 1) BILL.

#### Drogheda.

The Order proposes to confer powers upon the Drogheda Harbour Commissioners to reckon, for the purpose of levying tonnage rates upon steamers using the Port of Drogheda, a fixed proportion (to be determined by the Commissioners) of the gross tonnage of such steamers as an alternative to the net register tonnage.

Such proportion is limited (in the case of steamers other than steamtugs) to fifty per centum, and (in the case of steam-tugs) to eighteen per centum, of the gross tonnage.

WEXFORD.

The Order proposes to confer similar powers upon the Wexford Harbour

#### Wicklow.

The Order proposes to confer similar powers upon the Wicklow Harbour Commissioners.

Board of Trade, 28th May, 1902.

T. H. W. Pelham.

PIER AND HARBOUR PROVISIONAL ORDERS (No. 1) BILL.

MEMORANDUM stating the Nature of the PROPOSALS contained in the PROVISIONAL PROVISIONAL ORDERS (No. 1) BILL. ORDERS included in the PIER and HARBOUR

(Mr. Gerald Balfour.)

Ordered, by The House of Commens, to be Printed, 30 May 1902.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY EYER AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCELLERY MAJESTY.

And to be purchased, either directly or through any Bookseller, from BYRE and SPOTTISWOODE, East Harding Street, Fleet Street, E.O., and S2, Ablagdon Street, Westminster, S.W.; or OLIVES and BOYD, Edinburgh; or E. PONTOFST, 116, Grafton Street, Dublin

195.

•

#### PIER AND HARBOUR PROVISIONAL ORDERS (No. 2) BILL.

RETURN to an Order of the Honourable The House of Commons, dated 29th May 1902;—for,

COPY "of Memorandum stating the nature of the Proposals contained in the Provisional Orders included in the Pier and Harbour Provisional Orders (No. 2) Bill."

Board of Trade, 28th May 1902.

FRANCIS J. S. HOPWOOD.

MEMORANDUM stating the Nature of the Proposals contained in the Provisional Orders included in the Pier and Harbour Provisional Orders (No. 2) Bill.

#### Brownies Taing.

The Order proposes to incorporate the Brownies Taing Pier Trustees, nine at first, subsequently seven in number, and to authorise them to construct a pier, hauling slip, and approach road at Brownies Taing, to levy rates of the usual description, to lease the rates, and to borrow 5,000l.

#### St. Margaret's Hope.

The Order proposes to incorporate the St. Margaret's Hope Pier Trustees, seven in number, and to authorise them to construct a pier and approach road at St. Margaret's Hope, to levy rates of the usual description, to lease the rates, and to borrow 5,000l.

Board of Trade, 28th May 1902.

T. H. W. Pelham.

# PIER AND HARBOUR PROVISIONAL . ORDERS (No. 2) BILL.

MEMORANDUM stating the Nature of the PROVISIONAL ORDERS (No. 2) BILL. ORDERS included in the PIER and HARBOUR PROPOSALS contained in the PROVISIONAL

(Mr. Gerald Balfour.)

Ordered, by The House of Commons, to be Printed, 30 May 1902.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCEPLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from EYRE and SUCTINWOODE, East Harding Street, Fleet Street, E.C., and 32, Abingdon Street, Wesminster, S.W.; or OLIVER and BOYD, Edinburgh; or E. PONSONEY, 116, Grafton Street, Dublin.

 $[Price \frac{1}{2}d.]$ 

196.

#### PIER AND HARBOUR PROVISIONAL ORDERS (No. 3) BILL.

RETURN to an Order of the Honourable The House of Commons, dated 5 June 1902;—for,

COPY "of Memorandum stating the Nature of the Proposals contained in the Provisional Orders included in the Pier and Harbour Provisional Orders (No. 3) Bill."

Board of Trade, \\
4 June 1902.

FRANCIS J. S. HOPWOOD.

MEMORANDUM stating the Nature of the Proposals contained in the Provisional Orders included in the Pier and Harbour Provisional Orders (No. 3) Bill.

#### Снатнам.

The Order proposes to authorise the Corporation of Chatham to construct an extension of the existing Sun Pier at Chatham, to erect pavilions, &c. on the pier, and to borrow £4,000, and such further sums as the Board of Trade may approve.

#### FALMOUTH.

The Order proposes to authorise the Corporation of Falmouth to construct additions to the Market Strand Quay and Custom House Quay at Falmouth, to levy rates in lieu of existing rates as authorised by the Falmouth Piers Order, 1878, to lease the rates, and to borrow £14,000 (inclusive of all existing debts), and (with the approval of the Board of Trade), such further sums as may be required.

#### HARRINGTON.

The Order proposes to incorporate the Harrington Harbour and Dock Board, not exceeding seven in number, to transfer to them the existing lease of the Harbour of Harrington, and to authorise them to construct an extension of the existing pier at Harrington, to levy rates of the usual description, and to borrow for the purposes of the harbour any sum not exceeding £70,000 and a further sum of £20,000 if the Board should hereafter agree to purchase the harbour.

#### St. Anne's-on-the-Sea.

The Order proposes to authorise the St. Anne's-on-the-Sea Land and Building Co., Ltd., to construct additions to the existing pier and pier-head belonging to them at St. Anne's-on-the-Sea, to levy rates in addition to those authorised by the St. Anne's-on-the-Sea Pier Order, 1879, to erect pavilions, &c. on the pier, and to close the pier on special occasions.

#### TENBY.

The Order proposes to authorise the Corporation of Tenby, who are the Undertakers under the Tenby Pier and Landing Stage Order, 1897, to levy a special district rate, not exceeding one shilling in the pound, for the purpose of making good any deficiency under the Order of 1897, and also to borrow such sum as may be necessary to pay the cost of obtaining the present Order.

Board of Trade, 4 June 1902.

T. H. W. Pelham.

# PIER AND HARBOUR PROVISIONAL ORDERS (No. 3) BILL.

MEMORANDUM stating the Nature of the Proposals contained in the Provisional Orders included in the Pier and Harbour Provisional Orders (No. 3) Bill.

(Mr. Gerald Balfour.)

Ordered, by The House of Commons, to be Printed, 6 June 1902.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE
BY EFRE AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from EYRE and SPOTTISWOODE. East Harding Street, Fleet Street, E.O., and 32, Abingdon Street, Westminster, is W; or OLIVER and BOYD, Edinburgh; or E. PONSONBY, 116, Grafton Street, Dublin.

[Price &d.]

202.

### PIER AND HARBOUR PROVISIONAL ORDERS (No. 4) BILL.

RETURN to an Order of the Honourable The House of Commons, dated 5 June 1902;—for,

COPY "of Memorandum stating the Nature of the Proposals contained in the Provisional Order included in the Pier and Harbour Orders Confirmation (No. 4) Bill."

Board of Trade, 4 June 1902.

FRANCIS J. S. HOPWOOD.

MEMORANDUM stating the Nature of the Proposals contained in the Provisional Order included in the Pier and Harbour Orders Confirmation (No. 4) Bill.

#### WATCHET.

The Order proposes to transfer Watchet Harbour from the Watchet Harbour Commissioners to the Watchet Urban District Council, and to empower the Council to restore the previously existing harbour works, to increase certain of the rates authorised by the Watchet Harbour Act, 1860, to make good any deficiency in the harbour fund out of the general district rate, and to borrow any sum not exceeding £16,800.

Board of Trade, 4 June 1902.

T. H. W. Pelham.

PIER AND HARBOUR PROVISIONAL ORDERS (No. 4) BILL.

MEMORANDUM stating the Nature of the Proposals contained in the Provisional Order included in the Pier and Harrour Orders Confirmation (No. 4) Bill.

(Mr. Gerald Balfour.)

Ordered, by The House of Commons, to be Printed, . 6 June 1902.

LONDON:
PRINTEDIFOR HIS MAJESTY'S STATIONERY OFFICE,
BY EYBE AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from RYBE and Sportis Woods. East Harding Street, Fleet Street, E.C., and Sz, Abingdon Street, Westminster, S.W.; or OLIVER and BOYD, Edmburgh; or E. PONSONEY. 116, Grafton Street, Dublin.

 $[Price rac{1}{2}d.]$ 

203.

# RETURN.

# PILOTAGE.

Ordered, by The House of Commons, to be Printed, 31 July 1902.

L O N D O N ?
PHINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY RYRE AND SPOTTISWOODE,
PRINTERS TO THE ELECT MAJESTY.

And to be purchased, either directly or through may Bookseller, from EYRE 1sp SPOTTISWOODE, East Harnove Street, Flore Street, E.C., was 52, American Street, Westmoster, S.W., or OLIVER and BOYD, Edinburgen: of E. PONSONDY, 116, Granton Street, Domin,

10092



• · 



#### PILOTAGE.

ABSTRACT "of RETURNS relating to Pilots and Pilotage in the United Kingdom (in continuation of Parliamentary Paper, No. 268, of Session of 1901)"—[as furnished by the various Pilotage Authorities].

(Year ended 31st December 1901.)

\_\_ 1. \_\_

Of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE for the Time being in force, issued by the respective Pilotage Authorities in the United Kingdom:

\_ 2 \_

Of the NAMES and AGES of the PILOTS or APPRENTICES licensed or authorised to act by the respective Pilotage Authorities, and of all PILOTS or APPRENTICES acting either mediately or immediately under such Authorities, whether so licensed or authorised or not:

<del>--- 3. ---</del>

Of the Service for which each PILOT or APPRENTICE is licensed:

- 4. -

Of the RATES of PILOTAGE for the Time being in force at the Ports under the Jurisdiction of the respective Pilotage Authorities, including therein the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage:

— 5. —

Of the Total Amount received for Pilotage at the respective Ports aforesaid; distinguishing the several Amounts received from British Ships and from Foreign Ships respectively, and the several Amounts received in respect of different Classes of Ships paying different Rates of Pilotage, according to the Scale of such Rates for the Time being in force, and the several Amounts received for the several Classes of Service rendered by Pilots; and also the Amount paid by such Ships (if any) as have, before reaching the Outer Limits of Pilotage Water if Outward bound, or their Port of Destination if Inward bound, to take or pay for Two or more Pilots, whether licensed by the same or by different Pilotage Authorities; together with the Numbers of the Ships of each of the several Classes paying such several Amounts as aforesaid;

**—** 6. **—** 

Of the RECEIPT and EXPENDITURE of all MONIES (if any) received by or on behalf of the respective Pilotage Authorities aforesaid, or by or on behalf of any Sub-Commissioners appointed by them, in respect of Pilots or Pilotage.

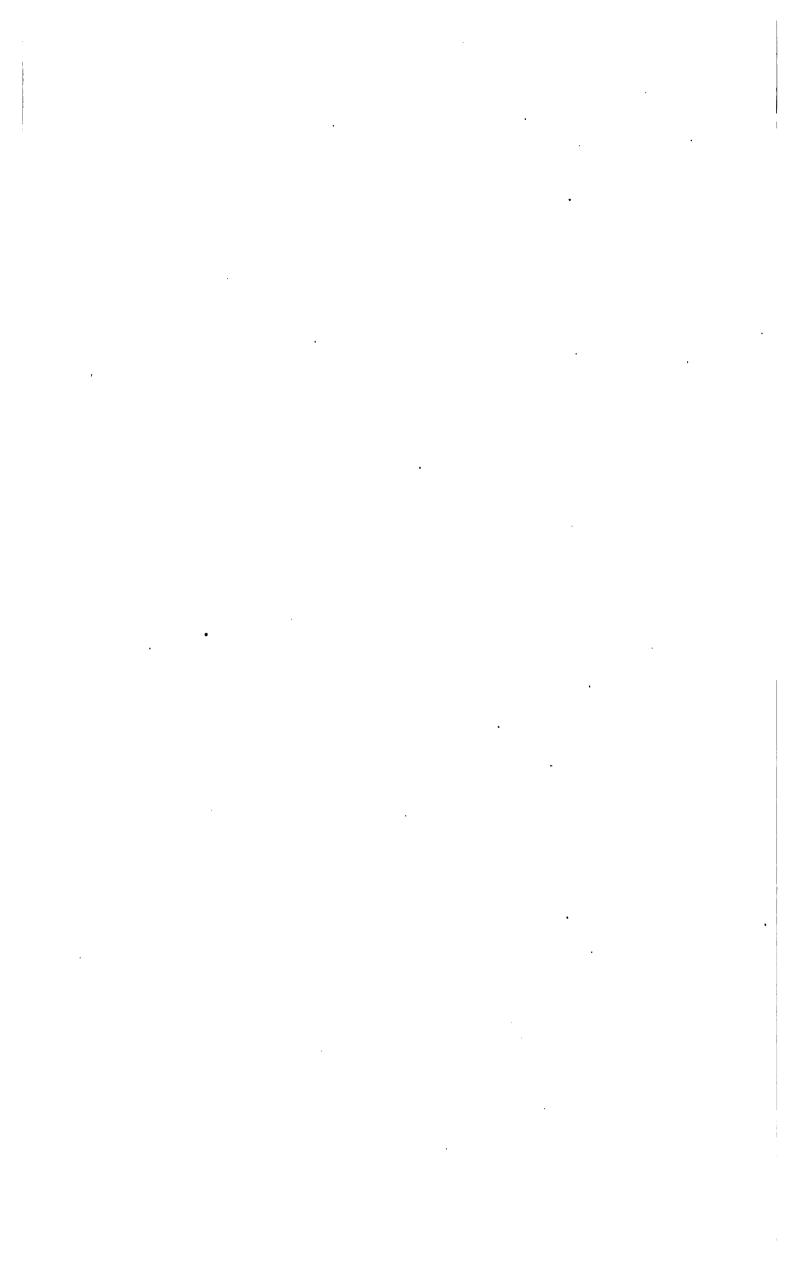
(PRESENTED PURSUANT TO SECTION 585 OF THE MERCHANT SHIPPING ACT, 1894.)

Ordered, by The House of Commons, to be Printed, 31 July 1902.

LONDON:

PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and 32, ABINGDON STREET, WESTMINSTER, S.W.; or OLIVER AND BOYD, EDINBURGH; or E. PONSONBY, 116, GRAFTON STREET, DUBLIN.



INDEX.

## ENGLAND AND WALES.

(F. means Free; C. means Compulsory; F.C. means Mixed.)

" BLAKE " BOSTOI " BRISTO	OK (F.) - NEY (F.0 V (C.) -		-	_	! _	STROND (C.)—					
,, BERWI ,, BLAKE ,, BOSTON ,, BRISTON	NEY (F.C		_		3	OUTPORT DISTRIC	TS:				
" BLAKE " BOSTON " BRISTO	7 (C.) -	).) -	_	-	5	ABERDOVEY			-	_	154
" BOSTOL			_	-	5	Barrow -					154
" BRISTO	L (F.C.)	-	-	-	6	BEAUMARIS		_	_		155
CARDII	( /	-	•	-	8	BRIDGWATER		_			155
	F (F.) -	•	•	-	10	BRIDDORT			-	-	156
	ER (F.) -	-	-	•	13	CAERNARVON			•		
	ESTER (1	F.) -	•		15	1		-	•	-	156
••	EPOOL (	-	-	-	17	Carlisle		• •	-	-	157
	LYNN (	F.C.)	-	-	19	Colchester	•	-	-	-	157
	STER (F.	C.) -	-	-	20	DARTMOUTH	• •	• •	-	•	158
••	OOL (C.	-	•	-	22	Exeter -		•	•	-	159
,,	LLY (F.)		-	-	27	FALMOUTH		-	-	-	159
"	BT (MON		TH)	(F.)	28	FLEETWOOD			-	-	162
" PORTH	CAWL (F		•	•	30	Fowey -			-	-	162
" የሰጽጥ ባ	ALBOT	-		-	31	Harwich			_	_	
SILMUE.	RLAND (			-	32	Holyhead			_	_	163
QWANG	EA (F.) -	-		_	36	Ipswich -			_		163
" BWAND	(,					Isle of Wigi		•	-	1	164
						LOWESTOFT		•		-	165
ORTS OF THE	TEES (F.	) -	-	•	37			• •	•	-	166
						Maldon -		•	-	-	167
ORTS OF THE	TYNE (F	·.) -	-	-	40	Milford	- '	• •	-	-	167
						NEATH -	•		•	-	168
RINITY HOUS	E OF N	TEWC.	ASTI	LE-		Newhaven			-	•	169
UPON-TYNE (F		-	-	•	45	Orford Have	N ·	• •	•	-	169
ALNMOUTH -		-	•	-	47 40	Padstow		• •	•	-	170
WARKWORTH A			•	-	47, 49	PENZANCE		•	•	-	171
Blyth Holy Island		•	•	-	47, 49	PLYMOUTH		• •	-	-	171
NORTH SUNDER	TAND -	-		_	47 48	Poole -		•	-	-	172
SEAHAM HARBO		_		-	48, 49	PORTMADOC	- •	-	-	-	172
W'нітву -				-	48	Preston -		• •	-	-	173
						ROCHESTER		•	-	-	174
RINITY HOU	SE OF	KING	3 <b>ST</b> (	ON-		Rye -		• •	-	-	174
UPON-HULL (	F.C.) -	-	-	•	50	St. Ives -			-	-	175
Goole -		-	•	-	62	Scilly -		<b>-</b>	-	-	175
Wisbech -		-	•	•	62	Shoreham			•	-	176
SPALDING -		-	-	-	63	Southampton			-	-	177
River Humber		-	-	-	63	Teignmouth		. <u>-</u>	•	-	177
	· -		m			WELLS -			-		178
RINITY HOUS STROND (C.) -	SE OF	DEP	TFO	RD	144	WEYMOUTH			_	_	178
Summaries -	• •	-		_	181–183	Woodbridge					179
London Distr	T.COT	-	-	-	149-153	YARMOUTH		-	-	-	180

# SCOTLAND.

			PAGE.	·	PAGE.
PORT	OF ABERBROTHWICK, ARBROATH (C.)	OR -	71	PORT OF GREENOCK (F.)	86
,,	ABERDEEN (F.)		72	" INVERNESS (F.)	88
,,	AYR (C.)		73	" IRVINE (C.)	88
,,	BORROWSTOUNNESS (F.)	-	74	" KIRKCALDY (F.)	90
"	BUCKIE (CLUNY) (C.) -	_	75	TRINITY HOUSE OF LEITH (F.)	91
	BURGHEAD (C.)		76	HARBOUR AND DOCKS OF LEITH (F.)	9,5
."	BURNTISLAND (F.)		77	PORT OF LEVEN AND METHIL (F.) -	97
"	CHARLESTOWN (F.)		78	" LOSSIEMOUTH (C.)	98
"				" montrose (f.)	98
11	DINGWALL	-	78	" NAIRN (F.)	99
"	DUNDEE (F.)	-	79	" PETERHEAD (C.)	100
"	EYEMOUTH	-	80	" ROSEHEARTY (C.)	101
17	FRASERBURGH (F.C.) -	_	81	SANDHAVEN	102
	GLASGOW (C.)		82		
"			Ŭ <b>-</b>	" STONEHAVEN (F.C.)	103
"	GRANGEMOUTH (F.) -	-	85	" WICK (C.)	104

## IREIAND.

ORT OF	BALLINA (C.)			-	-	PAGE. 106	PORT OF	LIMERICK (F	'.)	-	-	-	PAGE. 125
77	BALLYSHANN	ON	(F.)	-	-	107	,,	LONDONDER	<b>RY</b> (	F.C.)	-	-	126
"	BELFAST (C.)	-	-	-	-	108	"	NEWRY (F.)	-	•	•	-	128
i,	CARLINGFOR	D B	AR	(C.)	-	109	"	NEW ROSS	· -	<u>-</u>	-	-	129
,,,	COLERAINE	-	-	-	-	110	,,	SLIGO (F.C.)	-	•	-	-	130
,,	CORK (F.)	-	-	-	- ,	111	"	WESTPORT (	Ċ.)	-	•	-	132
"	DUBLIN (C.)	-	٠.	-	-	114	<b>,,</b>	WEXFORD (C	l.)	-	-	-	133
27	DUNDALK (C.	.)	-	-	-	116	,,	WATERFORD	(C)	-	-	-	135
**	GALWAY (F.C.	.)	•	-		124							ı

## RETURNS

RELATING TO

## PILOTS AND PILOTAGE.

## ENGLAND AND WALES.

#### PORT OF ARUNDEL.

Pilotage is Compulsory. Limits of District.—Undefined.

BYE-LAWS, &c.

See p. 1 of Parl. Paper, No. 210 of 1896.

#### NAMES of PILOTS.

Name.	Age.	Name.	Age.	Name.	Age.
Alfred Butler	41	William Henry Collins -	42	William Steel	40

RATES of PILOTAGE.

See p. 1 of Parl. Paper, No. 210 of 1896.

#### PORT OF ARUNDEL-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

		BR	ΙT	181	H V E	SSE	LS	3.	FO	RE	I G N	V E	នន	ΕL	s.				_
DISTANCES				COA	ASTER	s.					COA	STER	s.			TO	TA	LS.	
for which PILOTLED.		t To Ster	wed	by		owed Stean				Tov Stea	wed by m.		owe Stea		7				
	No.	A	mou	nt.	No.	An	ou	nt.	No.	An	nount.	No.	Aı	nou	nt.	No.	Am	ont	ı <b>t.</b>
From Sea to Harbour (Littlehampton).  From Sea to Ford and beyond Ford	-	£.	. s.	d. - -	79	63	1	d. 2½ 11½	-	£.	s. d.	22	1	s. 17	d.	101		18	
TOTAL	-	-		-	116	96	12	2	-	-	•	22	33	17	11	138	130	9	31
			(	2.)-	-o u	T W	7 A	R	DS.			•							
From Harbour (Littlehampton) to Sea. From Ford and beyond Ford to Sea		-			83		14 17	6½ 1	-	-		22	33	17	1 <u>}</u>	105		11 17	
TOTAL		•		-	116	94	11	71	-	-	-	22	33	17	11	138	128		9

#### ACCOUNT of all Monies received and expended in respect of the PILOTAGE FUND.

Dr.			£.	8.	d.	Cr.	£.	8.	d.
To gross amount	Inward pilotage	-	130	9	$3\frac{1}{2}$	By amount paid in respect of pilots -	245	18	$9\frac{1}{2}$
received for -	Outward pilotage	•	128	8	9	By amount paid as contributions to pilots' pension or superannuation			
						fund	12	19	3
		£.	258	18	-1/2	£.	258	18	-}

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.	£.	8.	d.	Cr.	£.	s.	d.
To balance brought from last account -	434	4	10	By amount paid for pension or super- annuation to pilot (1)	49	_	_
To amount received as contributions to superannuation and pension fund:	1			By balance carried to next account :			
From pilots	12	19	3	Invested in $2\frac{3}{4}$ per cent. Consols -	255	1	10
Interest, Post Office Savings Bank	14	1	-	Post Office Savings Bank	163	9	3
Dividends on Consols	6	6	-				
. <b>£.</b>	467	11	1	£.	467	11	1

24 February 1902.

Richard Holmes, Clerk.

#### PORT OF BARRY.

Pilotage is Free. Limits of District.—See p. 3 of Parl. Paper, No. 265 of 1900.

#### BYE-LAWS and RATES of PILOTAGE.

See p. 3 of Parl, Paper, No. 265 of 1900.

#### NAMES of PILOTS:

Names.		Ages.	Names.			Ages.	Service for which Licensed.
J. Berkeley -		- 59	M. White -			56	\
E. Holmes		- 56	D. Lewis -			46	
Jonathan Lewis		- 56	T. Evans -	•	-	46	! <b>i</b>
E. Edwards -		- 64	J. Hubbard -	-	-	64	
J. H. Hancock		- 58 `	W. H. Howe -	-	-	52	
Hor. Davies -	-	- 60	R. S. Reid -	_		47	Barry and Cardiff.
Γ. Richards -	-	- 64	P. Evans -	-		68	( = === <b>,</b> === = == = = = = = = = = = = = = = =
D. Davies -	-	- 55	J. A. Clare -	-	-	45	[
B. C. Morgan -	-	- 52	T. Lewis -	_	-	47	! †
G. Rowles -	-	- 56	F. Trott	•	-	45	
A: Cope		- 61	A. Woodward -	-	_	61	[]
•							•
Isaac Davies -	_	- 59	Rees Jones -	-	-	47	1
John Davies .	-	- 55	J. T. Lewis -	-	-	42	
Thomas Cox -	-	- , 60	W. Thompson -	-	٦.	50	
J. H. Cox -	-	- 54	J. Thompson -	•	-	47	Barry and Newport.
E. Cox	-	- 46	H. C. Edmunds	•	-	50	
Joseph Cox -	•	- 50	D. S. Davies -	•	•	38	)
S. Harwood -		- 43	J. Sparks -			33	
W. Paterson -	_	- 46	H. J. Hancock	-	-	37	
r. Jones	_	- 53	C. Dalton -	-	_	38	
G. Bennett -		- 54	Samuel Davies	_	-	31	11_
W. Dyer -		- 60	D. J. Jones -			27	Barry.
A. Sanders -		40	C. E. Bennett	•	-	29	
r. B. Brown -		- 60	R. O. Burfitt -	-	_	28	
O. Bowen -		- 58	I. C. Daine	-	_	20	)

#### NAMES of APPRENTICES.

Names.	Ages.	Names.	Age	s. Names.	Ages.
Dd. Edward Lewis - Wm. Edward George Sidney A. Booker - Abraham Woodward	- 20 - 21 - 19 - 17	Fred. Davies Lionel C. Urch Hunt Edgar Case Ivan Daunton -	- 17 - 18 - 20 - 20	Arthur W. Garrett -	20 16 17

#### PORT OF BARRY-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—INWARDS.

DISTANCES for which			SII VESSELS.	v	FOREIGN ESSELS.	TOTALS.			
PILOTE D.		No.	VERSEA. Amount.	No.	Amount.	No.	Amount.		
	!	10.	Amount.	110.	Amount.		Amount.		
			£. s. d.		£. s. d.		£. s. d.		
From Barry Roads to Barry Docks	-	1,837	4,458 10 8	806	1,513 7 4	2,643	5,971 18 -		
From Nash Point to Barry Roads	-	678	1,676 12 -	282	511 2 7	960	2,187 14 7		
From Ilfracombe to Barry Roads	-	51	292 3 4	71	284 4 2	122	576 7 6		
From Lundy to Barry Roads	-	27	246 3 4	132	911 15 -	159	1,157 18 4		
Sundries	-	76	76 5 -	61	54 2 6	137	130 7 6		
TOTAL		2,669	6,749 14 4	1,352	3,274 11 7	4,021	10,024 5 11		

#### (2.)—O U T W A R D S.

From Barry Docks to Barry Roads	-	-	-	1,795	4,401 3	-	736	1,420 14	4	2,531	5,821	17	4
From Barry Roads to Nash Point	•	•	-	743	1,844 8	4	274	560 8	4	1,017	2,404	16	8
From Barry Roads to Ilfracombe	•	•	•	26	148 18	4	17	77 19	2	43	226	17	6
From Barry Roads to Lundy .		•	-	40	<b>356</b> 18	4	73	571 3	4	113	928	1	8
Sundries · · · - ·	•	-	•	144	157 17	6	61	65 10	-	205	223	7	6
Т	OTAL		-	2,748	6,909 5	6	1,161	2,695 15	2	3,909	9,605	-	8

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr. To balance brought from last account - To gross amount   Inward pilotage - To amount of fees received from applicants for renewal of pilots' licences (50) To amount received for fines and forfeitures from licensed pilots - To amount received from other sources: Interest - Fees for registering cutters -	2,167 10,024 9,605 26 10 49	19 5 - 5 -	11 8	Cr.  By amount paid in respect of pilots -  By amount paid for printing and stationery, &c  By amount paid for income tax  By amount paid for accountant's salary and auditor's fee  By balance carried to next account -	13	7 10 15	·_
£.	21,883	6	9	£.	21,883	6	9

<sup>•</sup> Investments—Consols, 2,013l. 15s.; Taff Vale Railway Preference Stock, 500l.

23 January 1902.

R. T. Duncan, Secretary. .

#### PORT OF BERWICK.

Pilotage is Free. Limits of District.—See p. 3 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 5 of Parl. Paper, No. 247 of 1899.

NAMES of PILOTS.

John Hole

- aged 60

Joseph Wood

- aged 54

AMOUNT received for Pilotage of Vessels in 1901.

Pilotage is not Compulsory. No record is kept by the authorities.

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.

£. s. d.

Cr.

By amount paid for clerk to commissioners - - - 5 -

14 January 1902.

Robert A. Darling, Secretary.

#### PORT OF BLAKENEY.

Pilotage is Compulsory in the case of vessels under 50 tons register.

Limits of District.—See p. 4 of Parl. Paper, No. 154 of 1869.

BYE-LAWS and RATES of PILOTAGE.

See p. 4 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

John Otway - - aged 76 | James Lee - - aged 63

#### PORT OF BLAKENEY-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

		В	RΙ	TIS	H	V E	88	ELS	š.			FOREIGN VESSELS.								
DISTANCES	ļ	C	OAS	TER	s.	•		OVERSEA.			co	AST	ERS.	O	ÆR	SEA.	Т	от.	A L 8.	
for which PILOTED.	Not Towed by			b	Tov y St			Towed by Steam.				Towed by Steam.				Tow y St	red eam.			
	No. Amount.		No.	No. Amount.		nt.	No.	Amount.		nt.	No.	An	nount.	No.	Ar	nount.	No.	An	ount.	
From Sea to Harbour or Pit	3	£. s. 1 8	d. 9	41	£. 21	<b>s</b> . 15	<i>d.</i> 9	1	£.	s. 11	d. 3	-	£.	•. d.	_	£.	s. d.	45	£. 23	e. d. 15 9
				' (2	.)—	-0 1	ני ט	' '	<b>.</b> A :	RΙ	s.	- I			ı	J		•	i	

From Harbour or Pit to Sea	8	2 10	4	37	20	-	9	-	_	-	-	-	-	-	-	-	45	22 11	1
----------------------------	---	------	---	----	----	---	---	---	---	---	---	---	---	---	---	---	----	-------	---

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£. s. d. 23 15 9	Cr.	£. s. d.
To gross amount Inward pilotage - received for - Outward pilotage -		By amount paid in respect of pilots -	46 6 10
£.	46 6 10	£.	46 6 10

5 May 1902.

C. J. Temple Lynes, Clerk.

#### PORT OF BOSTON,

Pilotage is Compulsory. Limits of District.—See p. 5 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 4 of Parl. Paper, No. 181 of 1890.

#### NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	AGES.
Ernest Bayley William Henry Cox Richard Bulmer Ellerby	27 32 34	William Stanley Holland Robert William Parker -	32 46	Henry Parker - James William Longstaff -	31 33

#### PORT OF BOSTON-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

DISTANCES	E	RITIS	FOREIGN VESSELS.						8.	_									
for which		ASTER	0	OVERSEA.			COASTERS.			OVERSEA.			•	тс	TA	LS.			
		No. Amount.		No.	No. Amoun		nt.	No.	Aı	mou	nt.	No. Amoun		nt,	No.	Amount.		t.	
From High Horn to Boston (11 miles)	173	£. s. 130 15	<i>d.</i> 6	29	£. 57	<b>s.</b> 6	<b>d.</b> 5	<b>2</b> 5	£. 21	s. 14	d. 3	168	£. 238	s. 5	đ. 7	395	£. 448	#. 1	d. 9
		(2.)-	<b>-</b> 0	υ:	r w	A	R	D S	<b>.</b>			•				'			
From Boston to High Horn (11 miles)	185	215 10	8	11	16	4	3	45	41	2	5	144	226	3	2	385	499	-	6

Note.—The sums paid for towage by steam cannot be ascertained, as the steamboats belong to a private company, who render no account to the pilot commissioners.

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

	1				ı		
Dr.	£.	8.	d.	Cr.	£.	8.	d.
To balance brought from last account -	874	13	6	By amount paid in respect of pilots -	937	13	_
To gross amount   Inward pilotage - received for - Outward pilotage -	448	1	9 6	By amount paid as contributions to pilots' superannuation fund	41	-	_
To amount of fees received from applicants for-				By other expenses of pilotage authority, viz.:—			
Pilots' licences (3)	6		-	Collector's commission of 1 per cent. on pilots' earnings	9	9	3
Renewals of pilots' licences (4)	4	4	-	Sundry expenses	3	5	8
Masters' certificates (2)	4	4	-	By amount paid for clerk	50	_	_
Renewals of masters' certificates (6)	6	6	-	By amount paid for superintendent of			
To amount received from other sources,				pilots	. 52	_	_
viz.:—  1d. per chaldron on coal, and 1d.				By amount transferred to the harbour trust to the credit of the general fund -	°801	7	10
per ton on merchandise on the register tonnage of vessels trading				By balance carried to next account	909	15	9
to and from the port	953	11	6				
Bank interest	8	4	3	,			
£.	2,804	11	6	£.	2,804	11	6
	<u> </u>				1		

<sup>\*</sup> This amount was the balance in the treasurer's hands on the 4th February 1901, the date of the annual meeting of the trust, and was transferred to the harbour trust towards the expenses of the port, such as keeping up the pilot sloop, buoys, beacons, seamarks, &c.

## ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr. o balance brought from last account o amount received as contributions to	£. 2	8. 0	<i>d</i> .	Cr. By amount paid for premiums on eight deferred annuity contracts effected through			d.
superannuation fund: From pilots: Three licences and four renewals of pilot licences Contributions towards premiums on	10	10	-	the Post Office Savings Bank  By amount paid to the widows of the following pilots drowned at sea while on duty, on cancelling annuity contracts:	60	12	O
six deferred annuity contracts	27	9	11	George Taylor Dawson	113	15	
From other sources: Two certificates and six renewals to				Thomas Shepherd	105		_
masters to pilot their own vessels	10	10	_	Thomas Flinn	34	7	6
Contribution from Revenue Account of pilot trust towards premiums on				By balance carried to next account -	11	3	7
annuity contracts	20	_	-				
Return of premiums paid on three annuity contracts cancelled through							
death	253	2	6				
Bank interest	1	5	8				
£.	324	18	7	£.	324	18	; 7
5 May 1902.	,			. Charles Luca	s, Cle	rk.	

#### PORT OF BRISTOL.

Pilotage is Free, except within the limits of the Port of Bristol.

Limits of District.—See p. 7 of Parl. Paper, No. 154 of 1899; and section 3 of Bristol Pilotage Order, 1891, as confirmed by Pilotage Order Confirmation (No. 1) Act, 1891.

#### BYE-LAWS and RATES of PILOTAGE.

See p. 11 of Parl. Paper, No. 265 of 1900.

#### NAMES of PILOTS.

#### First-Class Pilots.

Names.	Ages.	Names.		Ages.	Names.	Ages.
Frank Charles Ellis - Edwin Horace Adams Carey Thomas Thayer - Edward James Craddy - James Joseph Adams Ellis Samuel Spear Bailey - Samuel Buck	37 37 56 57 39 67 39	William David Selway John Pains Richard Arthur Case William George Smith William Henry Thomas William Hunt - Sidney George Thomas	-	42 72 45 43 49 59 52	Edward Rowland Edward Craddy Rowland John Browne Josiah Mitchell John Reed John Edward Canby - Edwin Bound	65 34 66 45 41 39 45
		Second-Class Pilo	ts.		•	
Jesse Pains Enoch Edward Watkins -	35 31	George Carey Joseph John Adams	-	42 34	Henry Russell Canby - Alfred Simpson Ellis -	37 36

#### NAMES of APPRENTICES.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Walter Case	20	William George Thomas - Leonard Bennett Vowles - Leonard John Craddy - Thomas George Bullock - Sidney James Ray -	15 19 16 15	William James Russell John Pains Leonard Joseph Smith Christopher Case George Victor Thomas	13 23 14 19 14

#### PORT OF BRISTOL-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

DISTANCES for which	_	RITISH ESSELS.	1	OREIGN ESSELS.	TOTALS,				
PILOTED.		VERSEA.	(	OVERSEA.					
1110111	No.	Amount.	No.	Amount.	No.	Amount.			
		£. s. d.		£. s. d.		£. s. d.			
From Lundy to Mumbles From Lundy to Barry Roads From Lundy to Penarth Roads - From Lundy to Newport District - From Lundy to Kingroad From Nash to Penarth Roads From Nash to Kingroad From Nash to Bristol From Holmes to Kingroad From Holmes to Bristol From Kingroad to Bristol From Kingroad to Bristol From Kingroad to Bristol From Kingroad to Bristol From Kingroad to Bristol	- 1 - 1 23 - 1 - 7 - 222 - 1 - 206 - 55	14  14  332 19 3  4 10 -  39 7 6  2,695 1 9  1 5 -  1,307 14 9  202 3 6	2 7 12 2 1 87 - 8. 108 - 50 20	11 41 15 8 64 17 6 9 6 - 5 7 6 813 16 3 - 725 16 3 - 228 1 6 58 2 3	2 7 13 2 1 110 1 15 330 1 256 75	11 41 15 8 78 17 6 9 6 - 5 7 6 1,143 15 6 4 10 - 82 7 6 3,420 18 - 1,535 16 3 260 5 9			
TOTAL	- 516	4,597 1 9	297	2,001 2 11	813	6,598 4 8			
	(2.)	_O U T W A	RDS.						
From Bristol to Kingroad From Bristol to Newport District - From Bristol to Penarth Roads - From Bristol to Holmes From Bristol to Barry Roads From Bristol to Nash From Bristol to Mumbles From Bristol to Lundy From Bristol to Lundy	- 48 - 42 - 90 - 149 - 53 - 116 - 3	185 18 - 298 16 - 679 17 3 825 8 - 633 2 6 1,581 15 6 44 9 3 41 3 9	16 20 . 63 84 27 35 22 3	38 11 9 108 7 - 299 2 - 354 11 6 212 12 9 223 17 3 253 18 9 27 4 -	64 62 153 233 80 151 25 6	224 9 9 407 3 - 978 19 3 1,179 19 6 845 15 3 1,805 12 9 298 8 - 68 7 9			
Total	- 504	4,290 10 3	270	1,518 5	774	5,808 15 3			

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£	•	8.	d.	Cr.	£.	8.	d.
To gross amount Inward pilotage -	1		4		By amount paid in respect of fees on masters and mates' certificates, paid			
Outward pilotage -	5,8	80	15	3	to city treasurer	86	2	-
To amount of fees received from appli-					By amount paid in respect of fees on pilots' licences, paid to city treasurer	37	16	٠.
cants for— Pilots' licences (10)		16	16	_	By amount contributed by pilots to pilotage fund	<b>4</b> 94	12	3
Renewals of ditto (20)	1	21		-	By amount paid by pilots for boats and men assisting ships up and down the			
Masters and mates' certificates (12)				-	River Avon, and into and out of Portishead Dock and Avonmouth Dock	2,008	12	3
Renewals of ditto (58)		60	18	-	By amount of fees on pilotage notes paid to haven master for city	·		
	1				treasurer	294	9	_
					By amount retained by the pilots -	9,609	6	5
£.	12,5	<b>3</b> 0	17	11	£.	12,530	17	11

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.	£.	8.	đ.	Cr.	£		8.	d.
To amount received from fund invested in Bristol Corporation 3½ per Cent. Debenture Stock	610	_	5	By amount paid for pensions or superannuations to pilots (23)	61	0	_	5

#### PORT OF BRISTOL-continued.

Dr.	£.	8.	d.	Cr.	£.	8.	a
To balance brought from last account To amount received as contributions to	563	7	3	By amount of contributions to the fund repaid to two pilots	377	13	-
superannuation and pension fund :  From pilots	494	12	3	By amount invested in 750l. Bristol Corporation 34 per Cent. Debenture Stock	855	_	-
Masters and mates holding pilotage		177	2	By balance in treasurer's hands	197	8	(
certificates - Interest on 3,7191. 10s. Bristol Cor-	237	17	Z				
poration 34 per Cent. Stock	122	11	10				
Interest on 495l. Bristol Corpora- tion 21 per Cent. Stock	11	13	-				
£.	1,430	1	6	<u>.</u> £. 1	1.430	1	_

25 February 1902.

Edmund J. Taylor, Town Clerk.

#### PORT OF CARDIFF.

Pilotage is Free. Limits of District.—See p. 69 of Parl. Paper, No. 154 of 1889.

#### BYE-LAWS and RATES of PILOTAGE.

See p. 10 of Parl. Paper, No. 268 of 1901.

#### NAMES of PILOTS.

#### Channel Pilots.

	ges.
61 J. Hall	
	66
42 S. Harvey	45
41 W. H. Russell	46
58 A. B. Foulke !	53
41 T. Williams	57
39 George Elliott	49
43 A. Cope	61
53 J. A. Howe	50
41 H. Harris	63
42 F. Trott	45
39 R. S. Reid	47
49 John Jones	58
51 A. Woodward	61
54 T. Beer	42
69 R. Pead	42
40 T. Hall	50
57 T. W. Evans	<b>4</b> 6
60 Lewis Alexander	41
50 D. Lewis	45
56 J. Hubbard	64
54 T. Russell	50
	45
48 F. Denman	40
	47
	45
_	44
, , , , , , , , , , , , , , , , , , ,	
E 6 4 E 6 E 5 4 4 4	T. Beer  B. Pead  T. Hall  T. W. Evans  Lewis Alexander  D. Lewis  J. Hubbard  T. Russell  P. Carpenter  F. Denman  T. Lewis  T. H. S. Tamplin

#### PORT OF CARDIFF—continued.

#### NAMES of PILOTS-continued.

#### First-Class Port Pilots.

Nai	KES.		<del></del>	Ages.	Names.			Ages.	Nam	ES.			Ages
A. E. Fisher	-			39	R. A. Beer			37	T. Richards	4		•	36
D. Duggan -	-	-	-	39	W. Stoodley -	-	-	37	A. R. Edwards	-	-	-	36
J. Thomas -	٠.	-	-	40	H. Baker	•	-	63	W. Smith -	-	-	-	36
W. Morgan -	-	-	-	38	J. Bowen	-	-	57	T. Griffiths -	-	-	-	36
W. Couch -	-	-	-	40	T. Harper	-	-	37	J. Webb -	-	-	-	36
D. O'Connell	-	-	-	39	T. Alexander -	-		37	T. H. Evans	-	-	-	35
D. Morgan -	-	-	-	38	J. A. Smalldridge	•	-	36	W. H. Jones	-	-	-	35
B. Denman -	-	-	-	37	J. A. Duggan -	-	-	36	T. A. Welling	-	-	-	35
J. R. Harris	-	-	•	37					_				

#### Second-Class Port Pilots.

Name.	Age.	Name.	Age.	Name.	Age.
E. Diggins	36	P. Woodward, jun	35	J. Hubbard	35

#### NAMES of APPRENTICES.

Names.			Ages.	Names.			Ages.	Names.	Ages
David R. James -	•		20	W. C. G. Morgan -		•	19	John J. Jones	- 19
W. R. Cochlin -	-	-	21	Thomas Morgan -	-	-	19	Arthur A. Howe -	- 17
George Woodward	-	-	22	George T. Bucknell	-	-	20	Ivor Jones	- 17
George Foulkes -	-	-	21	P. E. D. Rowles -	-	-	20	David Morse	- 19
D. J. Howe -	•	•	22	R. W. Roderick -	-	-	19	H. E. Dalling	- 18
Thomas Morgan -	-	-	21	A. J. Williams -	-	-	20	Charles Grimes	- 17
John Morgan -	-	-	21	A. W. H. Elliott -	-	-	19	Arthur W. Thorning -	-   19
Ernest Cooper -	-	-	20	F. J. Couth -	-	-	19	David E. Morris -	- 17
Alfred Hall -	-	-	20	O. Hamlin	-	-	19	Stanley T. Roderick -	- 16
John Jenkins -		-	20	B. Wilson	-	-	19	Walter Bray	- 17
Thomas H. Miller	-	-	21	H. F. W. Wilson -	-	-	19	Joseph Henry Higgins	. 17
Isaac T. White -	-		l 18	Ivor H. Richards		-	18		. 14

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

DISTAN					RITISH ESSELS.		OREIGN ESSELS.	2	TOTALS.
PILOT				No.	Amount.	No.	Amount.	No.	Amount.
From Lundy to Dock From Ilfracombe to Dock From Nash to Dock From Roads to Dock	TOTAL	:		37 85 1,071 1,847 2,990	£. s. d. 504 8 5 344 17 6 7,124 1 1 4,105 9 6	209 188 895 599	£. s. d. 1,968 15 6 1,187 1 3 4,346 9 9 931 2 - 8,433 8 6	246 223 1,966 2,446 4,881	£. s. d. 2,473 3 11 1,531 18 9 11,470 10 10 5,036 11 6
				(2.)-	OUTWA	RDS.		_	
From Dock to Roads - From Dock to Nash - From Dock to Hfracombe From Dock to Lundy Sundries		:	-	1,610 1,213 16 34	3,443 6 6 8,001 13 8 175 10 - 469 10 - 813 -	503 1,153 45 94	760 5 6 5,537 14 8 340 15 1,035 17 10 325 3 -	2,113 2,366 61 128	4,203 12 - 13,539 8 4 516 5 - 1,505 7 10 1,138 3 -
	TOTAL		-	2,873	12,903 - 2	1,795	7,999 16 -	4,668	20,902 16 2

#### PORT OF CARDIFF—continued.

CARDIFF PILOTAGE BOARD .- STATEMENT of ACCOUNT for Year ending 31st December 1901.

#### PILOTAGE ACCOUNT.

Dr. To receipts for pilotage To balance	•	£. s. d. 4,415 1 2 85 17 3	Cr.  By balance from 1900 -  By amount paid to pilots  By commission	-	-	•	£. s. d. 366 11 11 39,079 10 7 2,054 15 11
	£.	41,500 18 5				£.	41,500 18 5

#### MANAGEMENT ACCOUNT.

Dr.	£.	8.	d.	Cr. £.	8.	d.	£.	8.	d.
To balance from 1900	917	6	3	By salary of clerk 300	-	-			
To commission	2,054	15	11	By salary of assistant clerk - 156	-	-			
To commission from masters of vessels -	13	5	_	By salaries of other officers - 56	10	-			
				By rent, taxes, and repairs - 167	- 1	1			
				By printing, stationery, and stamps 83	6	7			
				By office and incidental expenses 26	2 1	1			
				By telephone rent 8		-			
				By auditor's fee 50	-	-			
				By gas, water, and fuel - 26	5	7			
				By guarantee premium - 14	5	-			
				By law expenses 16	2	6			
				By amount transferred to Annuity Account1,100		-			
			ı	<del></del>		-	2,003	13	6
				By balance	-	-	981	13	8
£.	2,985	7	2		£	. [	2,985	7	2

#### ANNUITY ACCOUNT.

Dr.	£.	s.	d.	Cr.	£.	8.	đ.
To balance from 1900	25,980	18	10	By amount paid in annuities:			
To interest on investments	803	5	1	Sick allowances (29) - 131 10 6			
To contributions on Barry earnings -	89	7	6	Old-age annuitants (5) - 107 18			
To amount transferred from Management Account	1,100	-	_	Widow annuitants (32) - 453 15 4			
To amount received for licences:				Children annuitants (21) 172 5 9			
£. s. d. Pilots' licences (16) - 16 16 -					865	-	•
Renewals (103) 54 1 6				Actuary's fee		12	
Masters and mates' licences renewed (13) - 12 1 6				By balance	27,171	1	10
Less, examiners' fees - 7 7 -	75	10					
	75	12					
£.	28,049	3	5	£. T	28,049	3	5

#### PORT OF CARDIFF-continued.

#### BALANCE SHEET.

Dr.	£. s. d.	Cr.	£. s.	d
To balance of Annuity Account	27,171 1 10	By cash in hand	843 12	8
To balance of Management Account	981 13 8	By loans to pilots	161 7	8
•		By cash at London City and Midland Bank	1,825 10	3
		By pilotage outstanding	85 17	3
		By Taff Vale Railway Debenture Stock	3,000 -	-
·		By Penarth Dock Harbour and Railway Debenture Stock	2,559 14	8
		By Rhymney Railway Debenture Stock	1,350 17	6
		By Rhymney Railway Preference Stock	2,329 4	1
		By Cardiff Corporation Stock	6,620 7	-
		By Midland Railway Preference Stock	1,315 18	6
	ł	By Midland Railway Debenture Stock -	1,038 J	6
		By Newport Corporation	1,616 3	6
		By North-Eastern Railway Debenture Stock	1,289 16	5
		By Consols	1,013 3	6
	Į i	By Cardiff Port Sanitary Authority -	2,500 -	_
		By Barry Railway Preference Stock -	1,103 1	-
£.	28,152 15 6	£.	28,152 15	-6

1902

Thomas Evans, Clerk.

#### PORT OF CHESTER.

Pilotage is Free. Limits of District.—See p. 82 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 82 of Parl. Paper, No. 154 of 1889, and p. 42 of No. 181 of 1890.

#### NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Benjamin Bennett (No. 1)  John Edwards  Robert Edwards  William Edwards	47 47 66 41	Edward Hewitt Stephen Hewitt Thomas Hewitt (No. 1) - Benjamin Bennett (No. 3)	54 46 39 22	Joseph Bennett David Price (No. 1) - David Price (No. 2) - Thomas Hewitt (No. 2) -	43 68 26 25

#### PORT OF CHESTER—continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

## (1.)—I N W A R D S:

					ВR	1 1	e I s	н	V	R	88	B L	8.						F	ORE	1 G	N	V I	8 8	8 R I	L 8.					
DISTANCES			α	DAS	TRE	s.						oΨ	BB	SEA	۱.			<b>CO</b> .	AST	ers.			70	Æ	SRA				TO	TAL	8.
for which PlLOTED.		t To Ste			7		red i		P		Tow		y		owe Stea		,		Tov Stea	red by m.		Tov Stea		bу		owed Steam		y			
	No.	A	moı	ınt.	No.	A	lmo	unt	. 2	No.	Am	oun	t.	No.	An	nou	nt.	No.	An	ount.	No.	An	nout	1t.	No.	Am	юц	nt.	No.	Amo	ent.
From Wild Roads to East of Connah's Quay	86				1		2. a		1	3	£.	a. d	1.	_	£.	8.	d. -	-	£	s. d.	-	£.	e.	d.	1	£.			159	£. 140	1. (
From Wild Roads to East of Mostyn to Connah's Quay	85	53	8	6	104	7	7 1	8 -	-	-				-				-	_	-	-	-		-	3	6	18	-	192	137	9
From Wild Roads to Mostyn	1	-	- 15	-	-	ļ	-	•		4	7	17	6	2	3	11	-	-	-	-	-	-		-	-	-		-	7	12	3
From Sea to Mostyn	-	-		-	1		-	-		1	2	7 1	0	-	-		-	-	-	-	1	6	-	-	-	-		-	2	8	7 1
From Sea to Wild Roads	1	1	12	-	-		-	-		13	66	11	-	-	١.			-	-	-	9	46	17	6	5	13	15	9	28	128	16
From Sea to East of Mostyn to Connah's Quay	-	١.			,		2 :	2 (	8	-				_			-	-	-	-	-			-	-	-			2	2	2
From Sea to Mast of Connah's Quay-	-	-	-	-	1	1	4		-	1	-	٠.	. ]	-	-		-	-	-	-	-	•		-	1	2	16	-	8	8	4
TOTAL	173	124	5	_	177	14	3 1	2 .	- 1	91,	-86-	6 -	4	2	3	11	-	-	-	-	10	52	17	6	10	26	18	3	393	437	•

# (2.)—O U T W A R D S.

From East of Connah's Quay to Wild Roads	56	42	19 -	39	41	19 -	-		-	_	-	-	-		-		•	-		95	84 18 -
From East of Mostyn to Connah's Quay to Wild Roads		67	16 -	189	173	8 6	-	-		-	-	-	-		-	-	-	1	1 19 -	283	243 3 6
From East of Connah's Quay to Sea -	1	3	10 -	-	-	-	3	8 1	7 -	-	-	-	-	•	-	1:	-	1	1 18 -	5	14 5 -
From Rast of Mostyn to Connah's Quay to Sea	! -	-	-	-	١.		-	.		-	-	-	-		-		-	3	7 18 6	3 10	7 18 6 27 14 8
From Mostyn to Sea	-	-	•	-	-	-	7	16 1	7 2	-	-	-	-		3	10 1	7 -	-			<b>)</b> , 11
From Wild Roads to Sea	-	-	-	1	1		4	12	5 –	-	-	-	-		11	29 1	.0 6	5	8 17 6	21	<b>51 13 -</b>
TOTAL	150	114	5 -	229	216	7 6	14	37 1	9 2	-	į <del>-</del>	-	-		14	40	8 -	10	20 13 -	417	429 13 8

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	e.	d.	Cr.	£.	8.	d.
To gross amount   Inward pilotage -   received for -   Outward pilotage -	<b>4</b> 37	5	1	By balance brought from last account	39	5	2
received for - Outward pilotage - To amount of fees received from	429	12	8	By amount paid in respect of pilots	851	15	7
applicants for pilots' licences - To amount of fees received from applicants for renewals of pilots'	3	3	-	By amount paid for rent of room, &c	10	17	6
licences To amount of fees received from	9	9	-	By amount paid for pilot master -	20	-	-
applicants for renewals of masters and mates' certificates	. 7	7	-				
To balance carried to next account -	35	1	6				
£.	921	18	3	£.	921	18	3

19 September 1902.

Samuel Smith, Clerk.

. . . .

## PORT OF GLOUCESTER.

A STATE OF THE STATE OF

Pilotage is Free. Limits of District.—See p. 11 of Parl. Paper, No. 154 of 1889.

#### BYE-LAWS and RATES of PILOTAGE.

See p. 20 of Parl. Paper, No. 268 of 1901.

#### NAMES of PILOTS.

NAMES.	,		Ages.	Names.		Ages.	Service for which Licensed.
Albert Everett	•	-	63	Enos Phillips	•	41	)
Enoch Brinkworth	-	•	<b>4</b> 5	Ambrose Aldridge -	· <b>-</b>	38	
Thomas Hill -	-	-	57	William Henry Smith	-	37	
William Everett	-	-	53	John Dowdeswell -	-	38	
John King -		-	51	William Charles Smith		35	
Henry Mills -	-	•	51	Thomas Henry Price	-	- 35	That portion of the Bristol Channe
Frederick Pick	-	•	50	John Brinkworth -	-	34	which lies eastward of Lundy Island including the River Severs, to the City
Thomas Organ	٠.	-	45	Frederick Pick -	-	34	of Gloucester, and the River Wye to Chepstow Bridge, The pilotage is non-compulsory.
George Morgan		•.	44	Richard Morgan -	•	31	
Joseph Tanner	-		44 .	Thomas Langford -			111.
Robert Mills -	-		43	Henry Griffey	_	29	
Alfred Williams	-	•	41	Albert Price - : -	-	31	
Thomas Morgan	-	-	41	James Williams -	· -	32	

#### NAMES of APPRENTICES.

Bruce Restarick Smith, aged 22 | Horace James Organ, aged 19 | Wilfred Robert Morgan, aged 17

ŧ

#### PORT OF GLOUCESTER—continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

						В	R I	T ]	SH	<b>V</b>	E 8 1	S E I	8.							1	<b>P</b> O I	BB	(G)	N	V E	88	ELS	•						
DISTANCES			σ	0.	A 8	TE	R	в.				0 <b>v</b>	E R	RSEA.					O	OAS	TE	R S.	,			C	VB	RSI	B A.			TO	TAI	L 8.
for which PILOTED	N		Tov tea		by	7		red l			Tov Stea	wed h	у	7	owed		,	Not	Tow Stea	ed by m.	1	owe Stes				Tow Steam	red by	T	owed Stea					
	N	0.	An	ıou	nt.	No		mo	unt.	No.	Ar	noun	t. N	ĭo.	Am	lou	nt.	No.	An	ount.	No.	Aı	nou	nt.	No.	An	ount	No.	Ar	noui	nt.	No.	Am	oant.
			£.	8.	d.		4	٤.	s, d		£.	8.	d.		£.		. d.		£.	s. d.		£.		đ.		£.	s. d.		£.	8.	d.		£.	4. 6
from Lundy to Eharpness.		-	-		-	-	•	•	-	-	-	-	1	3	50	9	-	-	-	•	1	9	3	4	-	-	•	17	198	8 5	-	21	252	17
rom Nash to Sharpness.		1	4	5	-	7	3	4 3	9	-	١.	-		54   	777	4	6	-	-	•	1	2	10	-	-	-	•	40	301	10	-	113	1,127	13
rom Holmes to Sharpness.		5	13	1	-	17	3:	9 12	1	-	-	-	3	31	198	-	3	-	-	•	-	-		-	-	-	•	13	68	3 2	٥	66	314	15 1
rom Kingroad to	6	•	95	13	-	348	44	1 18	9	_	-	_	4	16	210	-	3	-	-	•	_	<u>-</u>		•	_	•	•	27	123	12	-	490	868	4
TOTAL	7	5 1	111	18	-	372	514	B 18	7	-	•	-	14	14	1,235	14	-	-	-	•	3	11	13	4	-	-	•	97	688	3 9	6	690	2,563	10
													(2	2.)-	<b>-</b> 0	U	T	w.	A R	DS	•													
rom Sharpness to Kingroad.	4	5	57	14	6	417	57	3 1	· -	-	-	•		7	27	16	-	-	-	•	2	12	3	-	1	1	11 6	5	22	16	-	478	695	12
rom Sharpness to Holmes.		-	-		-	71	56	3 10	6	-	-	-		5	87	7	8	-	-	•	41	262	17	6	1	4	1 -	8	51	11	-	126	939	7
rom Sharpness to Nash.		-	•		-	15	16	8 8	6	-	•	-		4	55	11	-	-	-	•	12	131	5	2	-	•	-	9	67	17	6	40	492	19
rom Sharpness to Lundy.		-	•		•	2	21	9 14	-	-	•	-		2	38	12	-	_	_		6	40	6	6	-	•	•	-	·		_	10	108	12
TOTAL	4	8	57	14	6	<b>5</b> 05	1,3	385	1 -	-	_	-	1	18	179	6	3	_		-	61	446	12	2	2	<b>5</b> 1	2 6	22	142	4		654	2,166	10 1

#### VESSELS changing at Cardiff Roads, Newport Roads, and Kingroad.

Return of the amount paid by such vessels piloted into the roadsteads of	No.	£. s. d.
Cardiff, Newport, and Kingroad as have, before reaching their port of destination, to take or pay for two or more pilots, with the number of vessels paying the same	25	81 12 1
N.B.—Change of pilots takes place at Cardiff Roads, Newport Roads, and Kingroad.		

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.		£.	8.	d.	Cr.	£.	8.	d.
To balance brought from last account		276	-	4	By amount paid in respect of pilots By Lydney pilots	4,493 287		
To gross amount Inward pilotage		2,563	10	5	By amount paid as contributions to pilots'	ĺ		
		0.100	••		pension or superannuation fund	149		8
Contward photage		2,166	10	11	By amount paid for clerk  By amount paid for examiners or examina-	50	-	-
To amount of fees received from app	licants	1			tions	1	6	_
for renewals of pilots' licences -		32	-	6	By amount paid for other officers	84	_	_
<u>-</u>		1			By amount paid for stamps and cheque books	9	17	5
To amount received from other sources	3:	ì			By amount paid for stationery and printing -			9
Lydney pilots		287	11	3	By amount paid for expenses re amalgama-			•
Poundage		14	8	9	tion of pilots	5	5	_
Collector's fees				_	By amount paid for surveys	7	14	_
Interest on investments				6	By amount paid for guarantee premium on		**	_
Instalment of loan from Glouceste	r Har			·	collection of pilotage	,		3
bour Board			2	2	By amount invested in Cape of Good Hope		11	ð
bout boatd	•	"	J		· · · · · ·		••	
		1				223		
					By balance carried to next account	279	6	2
	£	5,604	14	10	£.	5,604	14	10

#### PORT OF GLOUCESTER--continued.

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.	£.	8.	d.	Cr.	£.	8.	d.
To amount received as contribution to superannuation and pension fund -	149	3	8	By amount paid for pensions or super- annuations to pilots (6) By amount paid for pensions or super- annuations to widows (11)		12	
£.	149	3	8	£.		11	
·						_	_

10 May 1902.

Philip Cooke, Secretary.

#### PORT OF HARTLEPOOL

Pilotage is Free. Limits of District.—See p. 314 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 19 of Parl. Paper, No. 290 of 1897.

#### NAMES of PILOTS.

Names.	Ages.	Names.		Ages.	Names.	Ages.
1. Richard Hunter (re-	_	21. John Wood -	-	63	48. John Pounder	42
signed).	74	22. Luke Denton -	-	64 61	49. Hunter Boagey 50. Thomas Watt	44
2. William Coulson	14	23. George Watt -	-	59	51. Michael Snowden	38
3. Robert Hodgson (re-	_	24. Robert Horsley - 25. John Pounder -	-	65	70 7 35 36 · 10	37
signed). 4. Bartholomew Huntridge		26. George H. Horsley	•	64		37
	_		-	61	53. Frederick Appleby - 54. Eden J. Pounder -	36
(resigned).		27. Francis Spence - 28. George Davison	-	60	** TO 1 . C	85
5. George Horsley (re-		00 00 0 0 00 0		59	55. Robert Spence 56. John Reed	38
signed). 6. Thomas Horsley (re-	<u> </u>	30. Robert J. Storrow		63	57. Thomas Carter -	36 33
signed).		31. James Davison -	_	59	58. Henry Reveley -	35
7. Joseph Robinson -	72	32. Robert Robinson	_ '	53	59. James S. Horsley -	34
8. Edward Pounder -	65	33. Thomas Pounder	_	52	60. Bartholomew Hunt-	36
9. Michael Coulson -	67	34. Eden Harrison -	_	52	ridge.	90
10. Henry Hood (resigned)	-	35. John Hodgson -		52	61. Cuthbert Coulson -	34
11. Robert Hood (resigned)		36. Matthew Hunter	_	53	62. Thomas Harrison	34
12. Robert Pounder (re-		37. Robert Snowdon	_	54	63. John W. Middleton -	32
signed).		38. John R. Hastings	-	56	64. John Denton	31
13. Eden H. Pounder -	68	39. James Harrison -	- i	51	65. Thomas Pounder -	36
14. Robinson Carter -	68	40. John Boagey -	-	47	66. Simon B. Wood	36
15. John H. Robinson (re-		41. Thomas Hunter -	-	46	67. Robert Walker	29
signed).		42. Thomas Hood -	-	46	68. Joseph P. Tuck	31
16. Samuel Hodgson -	66	43. William Moor -	-	45	69. George W. Naggs -	29
17. William D. Spence -	65	44. Robert Coulson -	-	44	70. Thomas Pounder -	38
18. George Robinson -	65	45. Richard Robinson	-	44	71. Pounder Davison -	28
19. Robert Spence	66	46. David Moor -	-	43	72. Jonathan Moor	28
20. Henry Reveley (re-		47. Eden Pounder -	-	40	73. Michael C. Johnson -	27
signed).			-			

EIGHTEEN APPRENTICES.

14 April 1902.

#### PORT OF HARTLEPOOL-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

DISTANCES	В	RIT	I S	H	VES	s e.i	8.		F (	RI	IGN	<b>v</b>	ESS	EL	s.	T.	ОТА	тс	
for which	CO	ASTE	crs	•	ov	ERS	EA.		CO	AST	ERS.	0	VER	SEA	۱.	'	JIA	ць	•
PILOTED.	No.	An	our	ıt.	No.	An	ount		No.	Am	ount.	No	. Ar	nour	nt.	No.	Am	oun	t.
From the German Ocean to the Port of Hartlepool.	765	£. 999	2. 2		320	£. 1,05	8. a	7. 5	<b>2</b> 13	£. 328	s. d. 12 2	508	£.	. <b>.</b> . 15	<i>d</i> . 10	1,806	£. 3, <b>2</b> 05	s. 10	
<u>.</u>		(2	2.)-	0	UT	<b>w</b> .	A R	D	s.								•		
From the Port of Hartlepool to the German Ocean.	760	963	7	-	316	1,05	4 11	8	207	294	5 7	51	859	) 15	3	1,798	3,171	19	,

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	8	a	Cr.	£.	8.	d.
To balance brought from last account				By amount paid in respect of pilots -	5,978	17	2
To gross amount Inward pilotage	3,205			The state of proc			_
received for \Outward pilotage	3,171	19			15	19	7
To amount of fees received from appli-				By amount paid in respect of contribu-			
cants for pilots' licences (3)	6	_	-	tions to pilots' pension or super-	000	••	
To amount of fees received from appli-	57			annuation fund	398	12	5
cants for renewals of pilots' licences (5)	//	_	-	By amount paid in respect of property			
To amount of fees received from appli-				tax		14	-
cants for renewals of pilots' acting	١ ,	10		By amount paid in respect of audit fee	2 2	2	-
orders (7)	·   •	10	-	By amount paid in respect of election -	Z	1	-
To amount received from other sources	:			By amount paid in respect of cheque			
Levy for repairs to dingy, watch-					–	. 生	•
houses, &c	12	1	-	By amount paid in respect of stationery	_	"	-
Services of dingy	.   -	17	•	By amount paid for pilot master's salary and postages -	60	10	
Interest on mortgage of 550l. as	:				02	10	-
4 per cent. per annum, less				By amount paid for clerk's salary and postages	95	10	
income tax, $\frac{1s.\ 0d.}{1s.\ 2d.}$ in the £	20	15		By balance carried to next account		10	
income tax, 1s. 2d.				by oakance carried to next account	71	10	
£	6,531	7		£.	C 591		
	0,001	•	٠	Ι.	6,531	7	•

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.	£.	8.	ď.	Cr.	£.	8.	d.
To balance brought from last account -	1,477	10	2	By amount paid for pensions or			
To amount received as contribution to				superannuations to pilots (8)		2	
superannuation and pension fund from pilots	398	12	5	By amount paid for collector's salary By amount paid for printing and	66	8	2
To amount received as contribution to superannuation and pension fund from other sources	35	19	11	By cash on deposit at National Pro- vincial Bank of England (West	4	5	-
•	!			Hartlepool Branch)	1.480	11	3
,				By cash on current account at ditto -			4
·				By cash in hands of collector	24		3
£.	1,912	2	6	£.	1,912	2	6

T. Harry Tilly, Clerk.

#### PORT OF KING'S LYNN.

Pilotage is Compulsory between Lynn Harbour and Lynn Roads, but not in the Outer Districts.

Limits of District.—See p. 97 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 97 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.		Ages.	Names.			Ages.	Service for which Licensed.
Edward Greenacre - William Green Dent	-	57 48	George Blyth William Potter	· -	•	44 42	)
Edward Walter Haines	-	46	Edward Neal -	-	-	38	To pilot ships between Lynn Well Light Ship and Lynn Harbour.
John Gamble George James Crake	•	50 46	Arthur Catton - John Henry Petts	-		31 31	Light Ship and Lynn Harbour.
William Gamble -	•	48	John Harle (supera				)

Note.—The employment of pilots between Lynn Well Light Ship and Lynn Roads is not compulsory. The pilots are now under the King's Lynn Conservancy Board.

#### NAMES of APPRENTICES.

John Goodson

- aged 29 | John W. Smith

- - aged 26

#### RATES of PILOTAGE.

See p. 15 of Parl. Paper, No. 160 of 1894.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

DISTANCES		BRITISH	VES	sels.	FOREIGN VESSELS.					·		
for which	CO	ASTERS.	О	VERSEA.	CO	ASTERS.	01	VERSEA.	TOTALS.			
PILOTED.		Amount.	No.	No. Amount.		No. Amount.		Amount.	No.	Amount.		
From Lynn Well to Lynn Roads From Roaring Middle to Lynn Roads. From Lynn Roads to Lynn Har- bour.  Total	1 11 205 217	£. s. d. 2 12 ~ 14 2 9  138 7 8  155 2 5	3 43 79	£. s. d. 10 13 - 88 12 6 128 8 5 227 13 11	1 3	£. s. d. 3 8 9 1 17 4 5 6 1	6 73 225 304	£. s. d. 17 2 - 121 7 3 284 3 4 422 12 7	10 129 510	£. s. d 30 7 - 227 11 3 552 16 9 810 15 -		
		(2.)	-0 t	JTWAI	D S	<b>.</b>	•	` . '				
From Lynn Harbour to Lynn Roads.	212	137 18 2	68	90 11 7	2	2 10 1	224	256 7 11	506	487 7 9		
From Lynn Roads to Roaring Middle. From Lynn Roads to Lynn Well	39 8	54 19 6 6 6 -	7 2	10 10 - 6 19 -	17 2	23 10 -	33 1	49 11 3	96 8	138 10 9 19 15 -		
TOTAL	254	199 3 8	77	108 - 7	21	30 10 1	258	307 19 2	610	645 13 6		

Note.—The books do not distinguish vessels towed by steam from others.

#### PORT OF KING'S LYNN-continued.

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

.Dr.	£.	s.	d.	${\it Cr.}$	£.	8.	d.
To gross amount   Inward pilotage -	810	15	-	By amount paid in respect of pilots -	1,225	15	1
received for - Outward pilotage -	645	13	6	By amount paid in respect of pilot boats	100	-	-
To amount of fees received from appli- cants for musters and mates' certifi-				By amount paid as contributions to pilots' pension or superannuation fund	29	15	-
cates (1) To amount of fees received from appli-	1	1	-	By amount paid in respect of other expenses of pilotage authority -	27	4	6
cants for renewal of masters and mates' certificates (6)	1	10	_	By amount paid for wages of assistants	104	-	-
To amount received from extra services	ł	6	1	By amount paid for clerk		10	-
				By balance carried to next account -	1	10	
£.	1,489	5	7	£.	1,489	5	7

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr. To amount received as contribution to		<b>s</b> .	d.		£.	s.	d.
superannuation and pension fund from pilots		15	-	By amount paid for pensions or super- annuations to pilots (1)	25	-	-
To amount received as contribution to superannuation and pension fund from other sources -	33	9	6	By amount paid for premiums on ten deferred annuity contracts with Post Office	38	4	6
£.	63	4	6	£.	63	4	6
8 February 1902.				W. D. War	d, Cle	rk.	_

## PORT OF LANCASTER.

Pilotage is Compulsory, except as regards vessels in ballast or Coasters.

Limits of District.—See p. 87 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, RULES and REGULATIONS.

See p. 87 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.	Ages.	Service for which Licensed.	Names.	Ages.	Service for which Licensed.
Richard Bagot	47	)	Richard Bagot -	47	1
Richard W. B. Gardner	44		Richard W.B. Gardner	44	From Sunderland
Robert Roskell	57	From Sea to Glas-	Thomas Spencer -	44	Point to Lancaster.
Richard Wright -	27		James Gardner -	33	}
John Iddon • •	36				

RATES of PILOTAGE. See p. 89 of Parl. Paper, No. 154 of 1889.

#### PORT OF LANCASTER—continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—INWARDS.

		BR	ITIS	H VESS	ELS.		F	OREIGN	VES	SELS.				
DISTANCES	CO	ASTERS.		OVE	RSEA.	_	OVERSEA.					TOTALS.		
for which PILOTED.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by: Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Glasson Dock		2. a. d.  16 19 -  18 15 -  28 15 -  10 -  7 15 -  12 3 -  4 2 8 -  11 1 4  6 14 6  12 8 -  3 10 8  7 - 6		£. s. d.	8 11 11 10	£. £. d. 30 4 4 46 16 11 19 3 5 4 8 43 13 137 17 3		£, s. d.	2 4 1 5 5 1 3 3	2. a. d. 10 1 3 12 16 4 1 19 1 12 17 2 2 8 - 7 10	66 13 4 1 1 9 16 1 1 1 1 3 2 2 2 3 1 7 1 1 7 2 4 1 10 2 2 5 5 1 1 4 1 8 6 6 6 4 2 4 2 4 5	2. s. d. 30 4 4 56 17 3 12 16 4 1 19 1 24 16 5 16 19 - 5 4 8 46 1 - 7 10 - 315 10 - 315 16 11 1 - 12 3 - 4 2 8 6 5 - 11 1 - 1 1 4 6 14 6 12 - 2 8 5 16 6 6 13 - 3 10 8 7 - 6		
·		,	•	<b>(2.)—</b> O <sup>1</sup>	U <b>T V</b>	VARD :	S.	•		I		•		
From Glasson Bock to Sea  Ditto - ditto - Ditto - Glasson Dock - Ditto - Abbey Light - Ditto - Ditto - Ditto - Ditto -		- 16 14 10 12 317 - 6 3 9 4 4 3 9 6 2 8 - 3 8			1 5 9 2 	2 13 8 9 10 2 13 - 2 2 19 1			94 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5 12 2 8 11 3 4 - 7 5 11 8	2 5 12 2 1 11 15 1 1 1 1 1 1 1 1 1 1 1 1	6 12 2 11 4 11 9 10 2 17 - 9 2 19 1 - 16 14 14 14 15 8 4 16 8 6 1 - 8 6 1 - 12 6		

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr. To gross amount Inward pilotage - received for Qutward pilotage	£. 321 98	<b>s.</b> 19		Cr. By amount paid in respect of pilots -	£. s. 420 15	d. -
£.	420	15	-	£.	420 15	

10 February 1902.

Adam Russell, Secretary.

#### PORT OF LIVERPOOL.

Pilotage is Compulsory. Limits of District.—See p. 104 of Parl. Paper, No. 154 of 1889.

#### BYE-LAWS, &c.

See p. 107 of Parl. Paper, No. 154 of 1889; p. 17 of Parl. Paper, No. 251 of 1891; and p. 29 of Parl. Paper, No. 290 of 1897.

Byr-Laws made pursuant to the Merchant Shipping Act, 1894, as to the Contribution to be made towards the Pilotage Fund of the District by Masters and Mates who hold Pilotage Certificates for the Port of Liverpool.

At the Court at St. James's, the 13th day of May, 1901.

Present :- The King's most Excellent Majesty in Council.

Whereas by the 582nd and 583rd sections of the Merchant Shipping Act, 1894, it is enacted that a pilotage authority may, by bye-law made under Part X. of that Act, do within its district all or any of the things specified in the first-named section; but that a bye-law so made shall not take effect until it is submitted to His Majesty in Council and confirmed by Order in Council:

And whereas the Mersey Docks and Harbour Board, being a pilotage authority within the meaning of the said Act, have made certain bye-laws with respect to the contribution to be made towards the pilotage funds of the Liverpool District by the masters and mates of vessels holding pilotage certificates granted in pursuance of the said Act, which bye-laws are in substitution for the bye-laws for the same purpose already made by the pilotage authority, and approved by Order in Council of the eighteenth day of July one thousand nine

hundred and ninety-eight, for a period of three years from the thirty-first day of May, one thousand nine hundred and ninety-eight:

And whereas the provisions of section one of the Rules Publication Act, 1893, have been complied with:

And whereas it has been made to appear to His Majesty that the proposed bye-laws are reasonable and proper:

Now, therefore, His Majesty, by virtue of the powers vested in Him by the Merchant Shipping Act, 1894, and by and with the advice of His Privy Council, is pleased to approve of and signify His Consent to the said byelaws, as set forth in the schedule hereto annexed, for a period of three years from and after the thirty-first day of May, one thousand nine hundred and one.

A. W. Fitzroy.

#### SCHEDULE to which the foregoing Order refers.

BYE-LAWS made by the Mersey Docks and Harbour Board, the Pilotage Authority of the Port of Liverpool, pursuant to the Merchant Shipping Act, 1894, Section 582.

- 1. The following bye-law shall commence and take effect from and after the thirty-first day of May, one thousand nine hundred and one.
- 2. Every master or mate who holds a pilotage certificate granted in pursuance of the Merchant Shipping Acts, enabling such master or mate to pilot any ship or ships within any part of the district over which the Mersey Docks and Harbour Board, as the pilotage authority, has jurisdiction, shall contribute towards the pilotage fund of the said district, as follows, that is to say:—
  - (a) Every such master or mate to whom a pilotage certificate shall be or shall have been granted, or who shall obtain, or who shall have obtained a renewal of any certificate so granted, enabling him to pilot any ship or ships therein specified drawing seventeen feet of water and upwards, shall contribute towards the said fund the sum of three pounds three shillings yearly, provided that such sum does

not exceed five per cent. of the pilotage dues which would be payable in respect of his ship if he had not held a pilotage certificate.

(b.) Every such master or mate to whom a pilotage certificate shall be or shall have been granted, or who shall obtain or who shall have obtained a renewal of any certificate so granted, enabling him to pilot any ship or ships therein specified drawing less than seventeen feet of water, shall contribute towards the said fund the sum of two pounds two shillings yearly, provided that such sum does not exceed five per cent. of the pilotage dues which would be payable in respect of his ship if he had not held a pilotage certificate.

The contribution above mentioned shall be payable to the treasurer for the time being of the Mersey Docks and Harbour Board, at the time when the fee for the granting or the renewal of the certificate of such master or mate is payable.

#### NAMES and AGES of PILOTS, &c.

Name.	Age.	Rank.	Licence.	NAME.	Age.	Rank	•	Licence.
STEAM PILOT BOAT, I	No. 1.	"FRANCIS HE	inderson."	Steam Pilot Boat, N	o. 1. contin		Hen	derson "—
Charles E. Cannan -	42	2nd ,, -	ditto.	James S. Warden	57	Pilot	-	1st Class.
William R. Buckley -	59	Shoremaster	ditto.	William Roberts	55	ditto	-	ditto.
William Owen -	64	Pilot -	ditto.	Henry P. Parry	51	ditto	-	ditto.
Thomas Reason -	61	ditto -	ditto.	George McAllister	50	ditto	-	ditto.
John Maybrick -	60	ditto -	ditto.	Henry Laver	49	ditto	-	ditto.
William Hughes -	58	ditto -	ditto.	Henry L. Parry -	49	ditto	-	ditto.
Richard Leigh -	57	ditto -	ditto.	Hugh Evans -	50	ditto	_ !	ditto.
Richard Taggart -	60	ditto -	ditto.	William Davies -	50	ditto	- (	ditto.

#### PORT OF LIVERPOOL-continued.

NAME.	Age.	Rank.		Licence.	NAME.	Age.	Rank.	License.
Steam Pilot Boat, No	. 1. ontin	' Francis H ued.	en	derson "—	Steam Pilot Boat, N	  o. 2.  ontine		pear "—
John Evans	50	Pilot	-	1st Class.	Richard Littler -	43	Pilot -	1st Class.
David Jones	47		-	ditto.	Alexander Abernethy	44	ditto -	ditto.
Daniel Jones	47		-	ditto.	George P. Buckley -	43	ditto -	ditto.
John I. Jones	42		-	ditto.	Ellis W. Hamer -	43	ditto -	ditto.
Edward S. Chamberlin Charles H. Barnard -	43	· ·	-	ditto.	Herbert V. Worral -	42	ditto -	ditto.
Benjamin Llewellin -	43 41	3:11.	•	ditto.	Thomas K. Dixon -	41	ditto -	ditto.
James B. Godfrey -	40	3.44	-	ditto. ditto.	Harry E. Williams - William A. Smith -	38 38	ditto -	ditto.
Samuel Hughes -	40	3244	_	ditto.	Frank Wilkinson -	35	ditto -	ditto.
Robert Taggart -	40	ditto		ditto.	William A. McIntosh	37	ditto -	ditto.
Thomas H. Griffiths	38	ditto	_	ditto.	Alexander Donaldson	36	ditto -	ditto.
Morris W. Roberts -	38	ditto		ditto.	James McCallister -	35	ditto -	ditto.
Edward J. W. Evans	37		-	ditto.	Henry J. Evans (b)	37	ditto -	ditto.
William J. Taggart	37		-	ditto.	William A.J. Williams	34	ditto -	ditto.
Ernest N. Morrison -	37	ditto	-	ditto.	George Holden -	35	ditto -	ditto.
Richard A. Lewis -	34		-	ditto.	William C. Mylchreest	35	ditto -	ditto.
Joseph H. Manifold	36 35		-	ditto.	James Parkinson -	32	ditto -	ditto.
Samuel W. Liversage Cornelius A. Trantor	36	ditto ditto	-	ditto. ditto.	John R. Martin -	31	ditto -	ditto.
Albert Jones	32	di <b>tto</b>	•	ditto.	George T. Collins - Charles Kelly	31 32	ditto -	ditto.
Samuel E. Spicer -	32	3:44.	-	ditto.	John W. White	31	ditto -	ditto.
Frank Dalziel	32	3!44.		ditto.	John T. Bresnen -	30	ditto -	ditto.
Hugh L. Williams -	31	3:44-		ditto.	John H. Eccleston -	30	ditto -	ditto.
Charles Parkinson -	30	ditto	-	ditto.	Thomas Strother -	59	ditto -	2nd Class.
Charles E. Vernon -	31	ditto	-	ditto.	George H. Clarke -	36	ditto -	ditto.
James Smith	65	ditto	-	2nd Class.	William C. Wilcox -	32	ditto -	ditto.
William Jones -	55	_	-	ditto.	Adam J. Corfe -	29	ditto -	ditto.
William P. Gaskell -	30	ditto	-	ditto.	William E. Sumner -	30	ditto -	ditto.
William J. Holmes - John M. Roberts -	29 30		-	ditto.	William Williams -	30	ditto -	ditto.
John Lord	28	ditto ditto	-	ditto. ditto.	William L. E. Holden Robert Worrall	27	ditto -	ditto.
William A. Adams -	26	1		ditto.	John O. Edelsten	28 25	ditto -	ditto.
Gilbert H. Tongue .	27	3.44		3rd Class.	Thomas A. Williams	26	ditto -	3rd Class.
Samuel B. Deakin -	25	3	-	ditto.	Thomas E. Crellin -	25	ditto -	ditto.
Robert G. Tregenza	25	ditto	-	ditto.	Thomas W. Schofield	22	ditto -	ditto.
Robert G. Jones -	25	ditto	-	ditto.	Frederick Parkinson	23	Boathand -	Unlicensed
Thomas W. Hughes	20		-	Unlicensed.	William M. Thomas -	20	ditto -	ditto.
George Parker -	20		•	ditto.	Bertram McP. Bibby	19	ditto -	ditto.
Andrew H. Wilcox -	18		-	ditto.	Alexander N. McLeod	20	ditto -	ditto.
John H. Culligan - George McMullan -	19 18	ditto ditto	•	ditto.	William A. Crafter - Thomas D. Jones -	19	ditto -	ditto.
John Edwards -	18	11	_	ditto. ditto.	Fred Carter	18 18	ditto -	ditto.
John C. Radcliffe -	19	11		ditto.	Henry M. Tibbells -	19	ditto -	ditto.
Fred. J. Rimington -	18	ditto	_	ditto.	Herbert C. Ankers -	18	Candidate -	ditto.
Ernest Harris	18	ditto	-	ditto.	Alfred A. M. Knowler	17	ditto -	ditto.
Raymond F. McIntire	19	Candidate	-	ditto.	Edgar H. Lewis -	17	ditto -	ditto.
Edwin J. Croston -	19	ditto	-	ditto.	Charles A. Lockyer -	16	ditto -	ditto.
Thomas L. Evans -	17	ditto	-	ditto.				1
STEAM PILOT BOAT,	No.	2. " LEON	P	D SPEAR,"	STEAM PILOT BOAT,		•	Victoria."
John Lewis	42				Joseph E. Sumner -	61	lst Master	1st Class.
Frederick Rogers -	36	1st Master 2nd	-	1st Class. ditto.	William H. Jevons -	44	2nd ,,	ditto.
William R. Owen -	61	2na " Pilot	-	ditto.	Frederick Schaivi - Hugh Jones	61 63	Shoremaster	1
David Evans	59	1	-	ditto.	George F. Parkinson	63	Pilot -	ditto.
John M. Horswell -	59	****	_	ditto.	John Hughes	62	ditto -	ditto.
Henry J. Evans (a)	58	ditto	-	ditto.	John Williams -	60	ditto -	ditto.
Thomas Clayton -	56	ditto	-	ditto.	John H. Wilson -	58	ditto -	ditto.
Thomas Dixon -	55		-	ditto.	William H. Dawson -	58	ditto -	ditto.
George Dawson -	56		-	ditto.	Richard B. Courtney	58	ditto -	ditto.
James S. Holmes -	57		-	ditto.	William Harrison -	55	litto -	ditto.
John S. Cottier -	53		-	ditto.	Jonathan Hetherington	56	ditto -	ditto.
David Christie - Isaac Bell	49     53	11	-	ditto.	Edward M. Jones -	55	ditto -	ditto.
William W. Webster	52		-	ditto.	John J. Campbell -	54	ditto -	ditto.
Charles F. Felton -	53	31		ditto. ditto.	John G. Jones - William H. Colquitt	51	uitto -	ditto.
Robert H. Boult -	50	ditto	_	ditto.	William Backhouse -	49 48	ditto -	ditto.
Frederick A. Roberts	46	****	-	ditto.	Thomas Owen	49	ditto -	ditto.
						20	G1000	i airo.
Robert J. Peddar -	43	ditto	~ '	ditto.	Richard J. Gore -	47	ditto -	ditto.

PORT OF LIVERPOOL—continued.

	1				Ī	·	
NAME.	Age.	Rank.	Licence.	Name.	Age.	Rank.	Licence.
Steam Pilot Boat, N	l lo. 3. contin		toria "—	Steam Pilot Boat, I	No. 4. conti		nie "—
David S. Jones -	45	Pilot -	1st Class.	William Evans -	59	Pilot -	1st Class.
John A. E. Martin -	45	ditto -	ditto.	George Parry	54	ditto -	ditto.
John Davies	43	ditto -	ditto.	Henry J. Manchester	50	ditto -	ditto.
James Wookey -	43	ditto -	ditto.	John R. Jones -	50	ditto -	ditto.
Nicholas Kelly -	42	ditto -	ditto.	William H. Davies -	45	ditto -	ditto.
Edward J. Ledder -	42	ditto •	ditto.	Alfred G. Pearce	48	ditto -	ditto.
Robert L. Roberts -	43	ditto -	ditto.	John A. Rutherford -	47	ditto -	ditto.
George H. R. Lewis	40	ditto -	ditto.	John Bell Thomas E. Parry -	45	30	ditto.
James Allan	42 38	ditto -	ditto.	John A. Partington -	48	ditto -	ditto.
Henry Roberts -	38	ditto -	ditto.	John Tomkinson -	46	ditto -	ditto.
James Cousins - Benjamin Ellis -	36	ditto - ditto -	ditto. ditto.	John O. Strange -	46	ditto -	ditto.
Thomas Banks -	34	ditto -	ditto.	Robert D. Garden -	48	ditto -	ditto.
Thomas H. Peterson	37	ditto -	ditto.	William J. Felton -	45	ditto -	ditto.
Richard Shaw -	36	ditto -	ditto.	Edward C. Harris -	44	ditto -	ditto.
William T. Ankers -	36	ditto -	ditto.	Robert Allen	44	ditto -	ditto,
William G. Harrison	33	ditto -	ditto.	Frederick W. T. Penny		ditto -	ditto.
William Edmonds -	32	ditto -	ditto.	John J. Peterson -	42	ditto -	ditto.
William B. Thompson	32	ditto -	ditto.	Samuel W. Hughes -	41	ditto -	ditto.
William Bird	31	ditto -	ditto.	Thomas F. Inkester -	43	ditto -	ditto.
John W. Jones -	48	ditto -	2nd Class.	Thomas H. Griffiths	44	ditto -	ditto.
Matthew N. Cameron	30	ditto -	ditto.	George W. Barnard -	41	ditto -	ditto.
William Pemberton -	28	ditto -	ditto.	William A. Dixon - James F. Jones -	40 39	ditto - ditto -	ditto.
Duncan D. McIntosh	29	ditto -	ditto.	John W. P. Durrant	39	ditto -	ditto.
Samuel Jones Albert E. Ankers -	29 28	ditto -	ditto.	Hugh Roberts	36	ditto -	ditto.
Harry Fisher	28	ditto - ditto -	ditto. ditto.	Robert J. Durrant -	36	ditto -	ditto.
Charles W. Webster	26	ditto -	ditto.	Frederick J. Loveridge	I :	ditto -	ditto.
Albert E. Pauling -	26	ditto -	3rd Class.	Albert Lever	35	ditto -	ditto.
John F. McWhór -	25	ditto -	ditto.	David Cannan -	37	ditto -	ditto.
George Sale	24	ditto -	ditto.	William J. Fred-	34	ditto -	ditto.
William T. Owen -	21	Boathand -	Unlicensed.	erickson.			
William H. Wilcox -	20	ditto -	ditto.	Hugh T. Hughes -	35	ditto -	ditto.
Charles T. Craymer -	19	ditto -	ditto.	Frederick A. Peterson	35	ditto -	ditto.
George Buckley •	20	ditto -	ditto	George D. H. Hood -	31 31	ditto -	ditto.
Herbert Linaker -	19	ditto -	ditto	Charles H. Caldwell Thomas F. Boyd -	39	ditto - ditto -	ditto. 2nd Class.
Harold W. Strother -	18	ditto -	ditto.	Bruce Thompson -	30	ditto -	ditto.
John W. Campbell -	19	ditto -	ditto. ditto.	Matthew N. Bird -	30	ditto -	ditto.
Robert C. Monk - Charles Thomas -	19 17	ditto - Candidate -	ditto.	William H. Buckley	30	ditto -	ditto.
Lawrence B. Wood-	17	ditto -	ditto.	William T. Small -	29	ditto -	ditto.
ward.	-		4.000	Everett G. Bibby -	26	ditto -	ditto.
John McClory -	17	ditto -	ditto.	James H. Goodall -	28	ditto -	ditto.
Bertram F. Rowan -	16	ditto -	ditto.	James B. Mills -	24	ditto -	3rd Class.
			[ .	Charles E. Andrews	21	Boathand -	Unlicensed
		· 		Lewis Jones	21	ditto -	ditto.
STEAM PILOT BOAT,	No.	4. "David F	ERNIE."	James Mills	19	ditto -	ditto.
Thomas Edwards -	1 63	1st Master	1st Class.	Thomas Gerrard - George L. Brazendale	20   19	ditto - ditto -	ditto.
Nicholas Morgan -	39	1 0 1	ditto.	Thomas H. Webster	18	ditto -	ditto.
Thomas B. Bark -	69	Pilot -	ditto.	William G. McAllister	I	ditto -	ditto.
James McLean -	64	ditto -	ditto.	Thomas W. R. Cock-	18	ditto -	ditto.
John Henderson •	61	ditto -	ditto.	ram.	! -		
John Hughes	65	ditto -	ditto.	Richard S. Bennett -	18	ditto -	ditto.
Henry Dean	60	ditto -	ditto.	Joseph A. Torpey -	16	Candidate -	ditto.
Henry S. Blundell -	59	ditto -	ditto.	Raymond Yearsley -	17	ditto -	ditto.
Edward Woods -	58	ditto -	ditto.	Harry Duttor	17	ditto -	ditto.
William Roberts -	58	ditto -	ditto.		ŀ		
	I	J	J	1	i	l	1

RATES of PILOTAGE.

See pp. 118 and 119 of Parl. Paper, No. 154 of 1889.

# PORT OF LIVERPOOL-continued.

RETURN, pursuant to the 585th Section of "The Merchant Shipping Act, 1894," of the Total Amount received for Pilotage of Vessers Into and Out of the Port of Liverpool, in the

mounts.			Total Bates Received.	-	32,290 3 11	6,313 17 7	38,604 1 6		20,169 17 10	58,773 19 4	4,741 17 8	63,515 17 -
and from Forriga Vessels respectively, together with the Number of the Vessels paying such Amounts.  (1.)—I N W A R D S.	OTALS.		ction gos taxes frates (the Of the Property Property Mercy Docks and and and of the Pilote), Harbour Boardy, Levied for Levied for the Photes Photes, Maintenance, Services. the Boats.		8,339 8 7	1,644 13 6	9,984 2 1		4,468 13 11	14,452 16 -	1,002 19 -	15,465 15 -
• Vessels pa	T	į	rinoage nates (the Property of the Pliots), Lavied for Pliots Services.		28,950 15 4	4,669 4 1	28,619 19 6		16,701 3 11	14,821 3 4	3,738 18 8	48,060 3 -
of the			No.		8,896 8,896	1,283	6,178		5,486	10,664	•	10,664
e Number	E L S.		Total Bates Received.		6,094 28	2,638 10 6	8,632 13 2		4,106 2 8	•	uses, dro	ral ···
ther with th	N VESS	ERSEA.	Pilot Boat Rates (the Property of the Mersey Dooks Mersey Dooks Harbour Board), Levied for the Maintenance, &c., of the Boats.	• ;	1,657 13 9	661 - 11	2,218 14 8		944 11 2	•	, travelling exper	GRAND TOTAL
tively, toge	FOREIG	Δ0	Pilotage Rates (the Property of the Filots), Levised for Pilots' Services.		4,536 8 11	1,877 9 7	6,413 18 6		3,161 11 1	· · ·	detention at sea,	
respec			No.		813	448	1,361	જ	1,368	•	in river,	
A R D S.			Total Bates Received.	4	25,611 1 9	2,761 16 -	\$8,372 17 9	W A R D	14,737 4 7	FWARDS .	ansporting, days	
id from Foreic		ERSEA.	Pilot Boat Rates (the Property of the Mersey Docks and Harbour Board), Leviel for the Maintenance, &co, of the Boats.	. s.	6,630 14 9	719 4 3	7,349 18 6	(2.)—O U T W A R D	8,184 13 11	Total, inwards and Outwards	rith Pliotage, such as transporting, days in river, detention et sea, travelling expenses, étc.	
	SEELS.	Δ 0	Pilotage Rates (the Property of the Pilots), Levied for Pilots' Services.	.b. 1. 2.	18,980 7 7	2,042 11 9	\$1,023 19 4	(3)	11,562 10 8	TOTAL, IN	₽	
ви Vв	A E		No.		2,876	408	3,284		8,198		000 uj <b>10</b> 0	
from Вягт <sup>1</sup>	BRITISH		Total Rates Received.		584 19 6	1,018 11 1	1,598 10 7		1,626 11 -		Add, -Sundry obarges in connection	
ts received :		ASTERS.	Pilot Boat Bates (the Property of the Mersey Docks Mersey Docks Harbour Board), Levied for the Maintenance, &c., of the Boats.	4	151 - 8	264 8 4	415 9 -		<b>889</b> 8 10		464,	
the Amoun		007	Pilotage Rates (the Property of the Pilota), Levical for Pilots' Services.	. s. d.	413 18 10	749 2 9-	1,183 1 7		987 9			
shing			K,		8	426	683		1,020			
Year 1901, distinguishing the Amounts received from British Vessels		2 4 E	which of BD.	×	lood	From East of Ormeshead to Liver- pool	TOTAL · · ·		From Liverpool to Liverpool Bary Light Vessel or Horse Chan- nal Estiway Buoy, and in some cases beyond			

#### PORT OF LIVERPOOL—continued.

# STATEMENT of the Liverpool Pilotage Receipts and Expenditure, for the Year ended 31st December 1901.

RECEIPTS	<b>.</b>			EXPENDITURE.
To balance of the pilot boat account to 31st December 1900	£. a. d. 69,317 18 3	£.	s. d.	By amount paid in respect of Pilots, viz.:  £. s. d.  Percentage for annuity fund - 2,253 14 6
To balance of the depreciation account to 31st December 1900	4,075			Percentage for collection expenses 475 13 5
To balance of pilotage fund of the Liverpool District (pilots' licence account)	1,745 6 7	75 120	4 10	By amount paid over to pilots 44,730 15 1
To Pilotage Rates, &c. : Inward pilotage	28,619 19 5	79,130	• • 10	By amount paid in respect of Pilot Boats, vis.: 4,764 19 1
Outward pilotage	15,701 8 11 3,240 18 2			Salaries, wages, victualling, and miscal- laneous charges 5,840 5 1
Transporting charges, extra days, &c.  Travelling expenses	498 - 6	48.080	2 -	Steam steering gear for Nos. 1 and 2 pilot boats 664 16 1
Te Pilot Boat Rates:	0.004 0 1	20,000	-	Insurance and depreciation of pilot boats - 3,005 - 2 Percentage for annuity fund 540 19 -
Inward pilotage	9,984 2 1 4,468 18 11			Percentage for collection expenses 154 11 2
Transporting charges, extra days, &c	1,002 19 -	15,455	15 -	Interest on purchase money, &. s. d. 3,411 17 3
To amount received for services to barque "Sigyn"	80			Less,—Interest on cash balance 2,508 19 10 903 17 5
To amount received for services to paddle steamer "Meath"	51	81	<u>-</u> -	By amount paid in respect of General Expenses, &c., viz.:
To amount set aside for insurance and depreciation account	3,025 5 -			Salary of superintendent 800 Salary of clerk 150
Interest	152 16 8	3,178	1 3	Salaries of other officers 530
To amount of Fees, &c. received from applicants for— Pilots' licences	43 1 -			Examination expenses on licences 30 3 5 Examination expenses on certificates - 87 8 7
Renewals of pilots' licences	655 4 -			Miscellaneous charges on licences 382 9 10
Interest	60 - 11			Miscellaneous charges on certificates 18 14 6
Pilotage certificates for masters and mates	446 2 -	748	5 11	Surplus receipts of fees on certificates transferred to pilotage annuity fund - 1,434 8 5
Renewals of masters and mates' certificates Interest	1,086 15 - 7 14 6			By amount of fines and forfeitures transferred to pilotage annuity fund
To amount received for fines and forfeitures i	rom licensed	1	11 6	By balance of the pilot boat account to 31st £. s. d.
To amount of contributions from masters and mates	£. s. d. 1,011 3 -	**	,, d	December 1901  By balance of the insurance and depreciation account  By balance of pilotage fund of the Liverpool
Less,—Amount returned	244 6 10	766	16 2	District (pilots' license account) 1,867 15 5 78,109 1 1
	£.	144,981		£. 144,981 7

# RECEIPTS and EXPENDITURE of the LIVERPOOL PILOTAGE ANNUITY FUND ACCOUNT, for the Year ended 31st December 1901.

RECEIPTS.		BXPBNDITURE.
To balance to 31st December 1900, vis.:  Amount invested in bonds of the Mersey Docks and Harbour Board 18,000	£. s. d.	E. s. d. E. s. d. 62 pilots 2,439 19 11
Amount in the hands of the Board - 1,918 18 6	19,918 18 6	79 widows 1,425 8 8
To amount received as Contributions, vis.:  Percentage on pilotage rates 2,853 14 6  Percentage on pilot boat rates 540 19 -  To amount transferred from pilotage certificate account -  To amount transferred from fines and forfeitures account -  To amount received as special donations from pilots	3,394 13 6 1,434 8 5 12 10 6 35 14 11	By balance to 31st December 1901, vis.:  Amount invested in bonds of the Mersey Docks and Harbour Board 20,000  Amount in the hands of the Board 1,442 10 - 21,442 10 -
### ##################################	630 11 11	
£.	25,426 17 9	£.   25,426 17 8

24 January 1903.

Miles Kirk Burton, General Manager and Secretary.

#### PORT OF LLANELLY.

Pilotage is Free. Limits of District.—See p. 122 of Parl. Paper, No. 154 of 1899,

BYE-LAWS and RATES of PILOTAGE. See p. 122 of Parl. Paper, No. 154 of 1899.

# NAMES of PILOTS.

Names.		Ages.	Names.		Ages.	Names.	i	Ages.
David Thomas William Williams David C. Bonnell Richard Arnold Richard Richards Isaac Arnold - John Treharne	 •	73 63 68 62 68 64 61	Richard Thomas John Richards  David Charles - Thomas Jenkins John James - Thomas Davies		62 49 51 51 50 52	Robert Richards William James John Williams Joseph Bowen - David Arnold - Frederick Davies		 48 44 44 49 36 34

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)-I N W A R D S.

DISTANCES	1	BRITISH	V E	SSELS.	]	FOREIGN	_	0.50			
for which	cc	ASTERS.	0	VERSEA.	C	OASTERS.	0.	VERSEA.	1	OTALS.	
PILOTED.	No.	Amount.	No. Amount.		No.	Amount.	No.	Amount.	No.	Amount.	
From Sea to Llanelly	448	£. s. d. 698 10 6	130	£. s. d. 315 2 10	33	£. e. d. 68 15 2	92	£. s. d. 166 11 8	703	£. s. d. 1,249 - 2	
	·	(2	.)—	O U T W A	R	D S.					
From Lianelly to Sea	310	278 14 6	146	354 <b>-</b> 3	12	19 12 9	118	219 18 5	586	872 5 11	

#### Note.-No difference in rates, whether towed or not.

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.		£.	s.	d.	Cr.	£.	s.	4.
To balance broug	ht from last account -	123	10	-	By amount paid in respect of pilots - By amount paid in respect of pilot	1,742	3	7
To gross amount received for	Inward pilotage - Outward pilotage -	1,249 872	<b>-</b> 5	2 11	boats By amount paid in respect of contributions to pilots' pension or super-	200	10	5
·					annuation fund By balance carried to next account -	155 146		<b>5</b> 8
	£.	2,244	16	1	£.	2,244	16	1

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To balance brought from last account - To amount received as contribution to superannuation and pension fund	-	11	7	By amount paid for pensions of superannuations to pilots (6) By amount paid for pensions of	- 75	14	3
from pilots To amount received from other sources	155	15 5		superannuations to widows (9)	-	8 10	_
£.	1,625	12	6	£	1,625	12	6

5 June 1902.

Henry W. Spowar, Clerk.

# PORT OF NEWPORT (MONMOUTH).

Piloiage is Free. Limits of District.—See p. 56 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 24 of Parl. Paper, No. 210 of 1896, and p. 31 of Parl. Paper, No. 265 of 1900.

#### NAMES of PILOTS.

<sup>\*</sup> Those pilots against whose names an asterisk (\*) is placed are not acting immediately under this Authority, but are partly under the control of the Barry Pilotage Board.

#### NAMES of APPRENTICES.

Names.	Ages.	Names.	Ages.	Names.	Ages.
James George Small Fred Gapper	20 19	Benjamin Fisher Arthur Edward Jones -	18 18	Herbert George Ray - Joseph Matthews	17 19
Frederick Henry Thomas Goldsworthy. George James Buck	19 22	John Ash Williams William Merton Edwards - George Stanley Burnett	18 19 17	John Penrhyn Phillips - James Frederick Hillman -	17 17
Robert Bowen Bertram Collings Henry Augustus Small -	21 22 18	Evans. Willie John Pring William Wallace Ireland -	19 18	James Thomas William Leaky	18 18

#### PORT OF NEWPORT (MONMOUTH)—continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

	T	BRI	rish	VE	SSEL	8.	1			F	BB	I G 1	4 V	ESS	BL	S.			1	
DISTANCES	00	DAST	ers.	OV	ERS	E A.	╁	COASTERS.							VE	TO	TALS.			
for which PILOTED.	-	Towed Steam		1	Towed by Steam.			Not Towed by Towed by Steam.							Not Towed by Towe Steam. Stee					
	No.	<del></del>	ount.	No.	1	ount.	╁┈			· <del></del> -						No.	Amount.			
NEWPORT.		£.	a. d.		2.	s. d.			. s. d.		£.	s. d.		£	a. d.		£.	4. d.		£. s. d.
From River's Mouth to Newport -	47	91	4 6	133	188	13 -	-	-	-	16	30	5 6	-		•	17	80	5 6	918	340 8 6
From Holmes to Newport	249	717	8 6	205	606	18 -	-	-		53	195	2 -	-	-	-	67	162	11 6	574	1,612
From Nash Point to Newport -	187	1,090	7 -	134	828	15 -	-	-		99	447	1 6	-	-	-	197	958	12 6	617	8,824 16 -
From Ilfracombe to Newport -	11	91	13 -	6	70	15 -	-	-	•	18	119	16 -	-	٠	•	35	220	10 6	70	503 14 6
From Lundy Island to Newport -	49	358	1 -	10	108	13 -	-	-	•	22	185	10 6	-		•	84	755	10 6	165	1,407 14 -
CARDIFF.								ĺ											ł	
Faom Lundy Island to Cardiff Roads	1	11	10 -	1	11	10 -	-	١.		1	7		-	١.		16	109	10 -	19	189 10 -
From Ilfracombe to Cardiff Roads	-	-	-	1	3	15 -	۱.	١.		1	6	10 -	-	-		2	12		4	22 5 -
Prom Nash Point to Cardiff Roads	l	5		5	18	10 -	-	١.			11	7 6	_	١.	•	111	28	7 6	23	58 5 -
	1			l							ļ						İ			
BRISTOL.	١.				Ì		ĺ													40.00
From Lundy Island to Kingroad -	8	31	11 6	-		8 -	-	١.	•	-	-	•	-		•	3	9	8 9	5	40 15 8
Prom Hinehead to Kingroad -		١.		5	1	8 - 12 9	-	-	•	-	•	-	-	-	•	2		18 -	3	17 6 -
- Total Millieness to Kingross	1	•	1 9	•	20	12 0	-	-	•	-		•	-		•	4	8	15 3	10	43 9 9
G-LOUCESTER.				İ			ŀ										ľ		1	
From Lundy Island to Kingroad -	-	-	-	-	-	-	-	-		-	-	-	-	-	•	4	28	11 8	4	28 11 3
From Nash Point to Kingroad -	-	-	-	2	14	10 -	-	-	-	-	-	•	-	-	•	3	7		5	91 10 -
BARRY.																			l	
rom Luxaci y Island to Barry Roads	1	10					١.			2	17	10				4	97	16 8	7	55 6 8
rom Il fracombe to Barry Roads -	2	11	5 -	_		_		-		2	1		-		•	1	21 E	6 8	5	28 8 4
rom Nausha Point to Barry Roads	•	11		1	٠,	13 4		-	•	1	11	16 8	-	•	•	1		18 4	ľ	8 6 8
- Will W Daily Rosus	-	•	•	1	•	10 4	-	-	•	-	-	-	-	•	•	3	ľ	10 4	,	
PORT TALBOT.							1									1			1	
rom Lundy Island to Port Talbot Harbour.	1	9	3 4	1	8	6 8	-	-	-	-	-	•	-	-	-	-	-	-	3	17 10 -
ides Work	-		-	-	-	-	748	821	–	-	-	-	-		-	-			748	821 8 -
TOTAL	554	2,431	5 7	505	1,898	18 9	748	821	3 -	218	961	19 8	-	-		452	2,375	12 11	2,478	8,488 19 11
	1	· -			-(0)	^	*	i m. :	187 A	l n	<b>1</b>		i	:		i	l <sup>*</sup>		1	<b>\</b>
	1 1		1		(2)	-0	1	1 ·	W A	K   	אם ו	•	ı	1		ı	ı		ſ	· }•
NEWPORT.			ļ																	
rom New Port to River's Mouth -	75	98	1 -	134	184	2 6	-	-	-	3	4	2 -	-	-	•	14	16	15 6	226	803 1 -
rom New Port to Holmes	119	827	15 -	292	869	1 -	-	-	-	47	115	1 -	-	-	•	64	141	3 -	523	1,458
rom New Port to Nash Point .	31	189	1 6	350	2,067	14 -	-	-	-	21	82	1 -	-	-	-	402	1,910	.7 -	804	4,949 8 6
rom New Port to Ilfracombe -	8	29	15 -	2	20	5 -	-	-	-	3	14	12 6	-	-	•	14	79	7 -	22	148 19 6
rom Now Port to Lundy Island -	4	53	5 -	15	188	10 –	-	-	-	-	-	-	-	-	-	33	335	2 -	52	571 17 -
CARDIFF.							l													
rom Carrill & Roads to Lundy Island	_	_	_	_	_	_		l		_			_		_	_			_	_
rom On The Roads to Ilfracombe	_	_	_	_	_	_	l _		_	_	Ι.		_			_	١.	_	۱.	_
From Cardiff Roads to Nash Point	_	_	-	_		_	_			_			_	_	_	-	١.	_		
							1												1	_
PORT TALBOT.							1			1			1	١.					1	
From Port Talbot Harbour to Lundy Island.	-	-	-	-	-		-			-	'		-	-	-	-	'	_	-	_
Days' Attendance								١.,	17											41 10
		· .	-	-	<u> </u>	•	80	-	17 -		<u> </u>	•	<u> </u>	<u> </u>		<u>_</u>	<u> </u>		80	41 17 -
TOTAL	282	697	17 6	793	3,324	12 6	80	41	17 -	74	215	16 6	-	-	-	527	2,482	14 6	1,706	6,762 18 -
	1	i		l	l		1	1		1	1		1	]		1	l		ı	i

#### PORT OF NEWPORT (MONMOUTH)-continued.

#### ACCOUNT of all Monres received and expended in respect of the PILOTAGE FUND.

Dr.	£.	8.	d.	Cr.	£.	8.	d.
To gross amount Inward pilotage	8,488	19	11	By amount paid in respect of pilots	14,488	4	8
received for - Outward pilotage	6,762	18		By amount paid in respect of contribu-			
To amount of fees received from applicants for renewals of pilots' licences (43)	- 22	11	6	tions to pilots' pension or superannua- tion fund	580	19	3
To amount of fees received from applicants for renewals of masters and mates' certificates (8)	4	4	-	By amount paid in respect of other ex- penses of pilotage authority: Rent	40 8	19	
To amount received from collector's fees -	<b>3</b> 50	15	6	Incidental expenses	173		
To amount received from boat licences	• -	10	_	By amount paid for clerk	250	_	
				By amount paid for assistant clerks	88	_	-
. £.	15,629	18	11	£.	15,629	18	11

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension of Superannuation Fund.

		1			
Dr,		£.	8.	d.	Cr. £. s. d.
To balance brought from last account	t -	19,668	9	6	By amount paid for pensions or superannuations:
To amount received as contribute superannuation and pension fund:					Pilots (9) 572 10 10 Widows (9) 295 5 6
Transferred from above £. account 580					By balance carried to next account:
Received from other sources 549	19 6				Investments: £. s. d. Newport Gas Company's Stock 331 7 7 Great Western Railway
Less, -Interest on in-	18 9				Debenture Stock 800 Newport Corporation
vestments 549	19 6	580	19	3	Waterworks - 1,544 10 - Newport Corporation 23 per cent. Debenture Bonds - 2,000
From other sources		549	19	6	Newport Alexandra Dock 700
					Consols 14,186 3 - London and Provincial Bank
					(current account) - 323 9 4 - 19,885 9 11
	£.	20,799	8	3	£. 20,799 8 3
5 February 1902.					Edwin J. Summers, Clerk.

## PORT OF PORTHCAWL

Pilotage is Free. Limits of District.—See p. 95 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 95 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

	Na	MES.		_		Ages.	. Names.		Ages.
Morris Power	-	-	-	•		68	Thomas Pearce	-	53
James Pearce	-	-	-	•	١.	60	Arthur Mabley	-	39

#### PORT OF PORTHCAWL-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

					ВR	ΙT	İS	H.	V E	881	L	8.				Ì			F O	R B	ΙG	N	V E	88	E L	8.									
DISTANCES		c c	<b>A</b> (	. 8	TE	R	3.			0	<b>v</b> :	B R	SE	A.,	_		0	QA	TE	B	8.				0 <b>V</b>	R F	SE	ΙA			١.	T A	, m.		
for which PILOTED.	Not	Tow		р <b>у</b>		owe Stes	d by			Tov Stea		by		owed			Tov	ved by	,		red b		Not	To:		bу			ed b			. 0	TA	re	•
	No.	An	10U	nt.	No.	Aı	nour	ıt.	No.	An	our	ıt.	No.	Am	ount.	No.	An	ount	No	. A	mou	nt.	No.	Aı	nou	nt.	No.	Δ	mo	unt.	No		Amo	un	t.
		£.	8.	d.		£.	<b>a</b> .	đ.		£.	<b>s</b> .	đ.		£.	s. d.		£.	s. d		1	E. s.	d.		£.	<b>s</b> .	đ.		1	ļ. <b>.</b>	. đ.		,	£.	<b>.</b>	d.
om Sker or Nash Points or inside Sands to Harbour	7	2	1	6}	-	٠		-	-	-		-	-	-	-	-	•	-	-		-	-	-	-		•	-	١.	•	•	•7	'	2	4	6
Ditto	61	15	4	8	1	-			-	•		-	-	-		-	-	-	-			-	-	-		-	1	:	2 1	1 11	†62	:	17 1	6	7
TOTAL	68	17	9	2}	1	•		-	-	•		-	-	-	•	-	-	-	-		-	-	-	-		•	1		2 1	1 11	66	,	20	1	1
											(2	.)-	-0	U	T V	<b>V</b> A	R	D 8	<b>5.</b>																
m Harbour to Sker	7	3	4	64	-	-		-	-	-			-	-	-	-	-	-	-		-	•	-				-		<b>-</b> .	-		7	2	4	6

#### eamers. † Sailing ves

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To gross amount Inward pilotage	20	1	11	By amount paid in respect of pilots -	35	4	3
received for - Outward pilotage	20	1	11/2	By amount paid in respect of pilot boats, &c	4	18	_
£.	40	2	3	<b>£</b> .	40	2	3

25 January 1902.

Charles Dalby, Clerk.

#### PORT OF PORT TALBOT.

Pilotage is Free. Limits of District.—See Section 5 of the Port Talbot Railway and Dock Act, 1894.

# BYE-LAWS and RATES of PILOTAGE. See p. 41 of Parl. Paper, No. 268 of 1901.

#### NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Service for which Licensed.
Thomas John Williams - William Diamond Reed - Alfred J. Evans -	28 34 30	John Jones Abraham Crofts	31	Port pilots, and also as channel pilots by agreement with the Pilotage Boards of Cardiff, Barry, and Newport (for vessels bound for Port Talbot only).

#### PORT OF PORT TALBOT-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)--I N W A R D S.

	_					В	RΙ	TI	8 H	<b>V</b> :	8 8	8 E	LS	•		_		_					FC	RI	11	} N	VE	88	BI	LS.					T		•	
DISTANCES			C	0 4	8	T E	R.S	•				O	VE	R	8 E	۸.					σo	A 8	TB	R 8.					0,	V B	RSI	<b>.</b> ا	,			TO:	ra i	. S.
for which	No	t T			bу	7	ow Ste			No		OW (	ed b	7		we		7	Not		wed	by		owe Ster		y	Not		wec		:	Pow Ste	ved earn					
	No	.   1	۱m	oui	nt.	No	.	mo	unt.	No	1	\m	ount	.   1	No.	Ar	nou	nt.	No.	A	mou	nt.	No.	A	поп	nt.	No.	Δ	moi	ınt.	No		Lmc	mnt	N	0.	Amo	unt.
		1	ε.	8.	d.				. d.		1	ε	s. d			£.	8,	đ.		£.		d.		£.	s.	đ.		£		d,		1	<b>i.</b> (	s. d	F	1	£. 1	ı, d
From Roads to Dock -	102	<u> </u>	9	2	-	5		1 1	8	9	1	3		.	1	3	1	-	3	2	8	4	4	1	14	-	1	1	. 3	4	2		- 1	9 -	. 11	6	83	4
Extra distance	194	36	18	4	6	15	5	9 1	8	42	14	2	9 8		29	148	11	8	20	46	4	10	27	70	10	8	18	40	3	4	21	10	5	9 6	36	1	963	4 1
TOTAL	296	45	7	6	6	20	6	1	3 4	51	32	7	9 8		80	160	13	8	22	48	13	3	81	72	4	8	14	41		8	32	10	6	8 6	48	7 1,	045	•
•	•											(2	!. <b>)</b>	- C	J (	ננ	7 7	V.	A I	R I	<b>S</b>	<b>3.</b>												•				
rom Dock to Roads -	145	7	18	[4	-	2		- 10	8	38	1 8	6	6 8	1	2	1	14	-	2 8	,	-	-	7	7	_	8	7	10	14	8		1	5 1	2 -	21	2	153	18
lxtra distance	36	8	5	17	-	2		5 :	8	68	21	6 1	<b>9</b> 6	1	36	<b>2</b> 00	5	8	8	4	14	-	-	١.		•	18	58	19	3	23	14	1	2 4	118	6	717	19
TOTAL	181	17	4	11	-	4	Γ	5 10	3 4	106	25	3	6 2		38	201	19	8	5	6	14	-	7	7	_	8	25	64	18	10	83	15	6 1	4 6	31	8	870	18

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.		d.	Cr.	£.	s.	ď
To balance brought from last account	81	9	2	By amount paid in respect of pilots	1,820	9	3
To gross amount Inward pilotage -	1,045			By amount paid in respect of contri- butions to pilots' fund	95	17	11
To amount of fees received from	870	18	-	By amount paid in respect of stationery, printing, &c.	2	19	5
applicants for renewals of pilots' licences (5)	2	12	6	By amount paid in respect of postages	2	4	7
To amount of fees received from applicants for boat licences (2)	-	5	-	By amount paid in respect of bank charges	2	12	6
To amount received for fines and forfeitures from licensed pilots -	_	10	-	By amount paid for clerk	70	_	-
To amount received from pilots' percentage for fund at 5 per cent.				By amount paid for examiners or examinations	1	1	_
on gross earnings of pilots	95	17	11	By balance carried to next account	175	14	10
To amount received from clerk's fees	72	17	6				
To interest on bank account	1	-	3				
£.	2,170	19	6	£.	2,170	19	6

22 January 1902

Edward Knott, Clerk.

#### PORT OF SUNDERLAND.

Pilotage is Free. Limits of District.—See p. 304 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE. See p. 304 of Parl. Paper, No. 154 of 1889.

#### PORT OF SUNDERLAND-continued.

#### NAMES of PILOTS.

#### Master Pilots.

Name.	Age.	Name. Age.	Service for which Licensed.
Edward Brown	72	Richardson Donkin 69	For navigating, piloting, and conducting vessels of all descriptions within the pilotage district of the port of Sunderland.

#### First-Class Pilots.

Names.	Ages.	Names.	Ages.	Service for which Licensed.
Richardson Gibbins	73	George Wilson	51	
George Gibbins	70	Thomas Robson	50	
Featherstone Moore	66	Thomas Hall	51	
John Cuthbertson Scott -	65	Robert Mundy Wake -	55	
Thomas Hopper	65	Edward Hodgson Scott -	54	·
George Lindsay	70	Michael Thurlbeck	53	
Thomas Brown	62	John Scott	52	
William Elliott	71	William Brown	51	
John Tindle Dodds	62	George Hall	49	
George Stufford	58	John Henry Thompson -	48	
James Rush	6υ	George Gibbins, the	49	
Parker Donkin	60	younger.		
James Septimus Hopper -	59	Matthew Metcalf	46	
Robert Brown	67	William Gills	87	
James Taylor	58	William Elliott	43	
Thomas Brown Thurlbeck -	58	Richardson Gibbins	38	For navigating, piloting, and conducting vessels of all descriptions within
Robert Tindle Dodds -	58	Robert Gibbins	42	the pilotage district of the port of Sunderland.
Thomas Tindle Dodds -	58	David John Dodds (1) -	32	Supplement.
John Jobling	59	David John Dodds (2) -	31	
John Smith	58	John James Robson	30	
John Burton Brown	60	Amos Wilby Broughton -	30	
James Smith Atkinson -	55	Robert Henry Gills	31	
William Thurlbeck	55	John Michael Hall	34	li
Abram Thompson	55	Thomas Brown	31	
Henderson Brown Wake -	55	Matthew Rush	31	
James Rush	55	Henry Rowell	29	
Matthew Donkin	56	Robert Thurlbeck	33	· 
Lionel Henry	56	Jacob Wake	30	İ
Francis Ward Taylor -	52	Parker Donkin, the younger	30	
James Potts	52	Robert Brown	29	
William Alder, the younger	51	William Wake	29	
Robert Downs	51	John Richardson Meynell -	27	
Thomas Rowell	51	John William Taylor -	26	/

#### PORT OF SUNDERLAND -continued.

#### NAMES of PILOTS-continued.

#### Second-Class Pilots.

Names.		Ages.	Service for which Licensed.
William Welch Henry Thompson -	-	51 34	· ·
William Joseph Rowell	-	27	For navigating, piloting, and conducting vessels of not exceeding 600 tons register within the pilotage district of the port of Sunderland.
George Metcalf  John Septimus Patterson		25 24	
Charles Edward Donkin	-	25	
Thomas Robson -	-	25 23	
George William Gibbins William Nicholson Alder		22	For navigating, piloting, and conducting vessels of not exceeding 400 tons registe within the pilotage district of the port of Sunderland.
George Watson Brown	-	27	
Thomas Tindle Dodds	-	23	<i>)</i>

## NAMES of APPRENTICES.

Names.	Ages.	Names.	Ages	Service to which Apprenticed.
William Septimus Gibbins -  James Downs  Thomas Hall  Frederick Dodds  John Rush	23 20 21 19 20	John Emmerson Dodgs	21 18 19 18 17	To learn the art and business of a pilot, and to assist generally in the pilotage service.

## AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

			(1.)	)— <u>1</u>	N W	AI	X 1	יפ ע.											
	I	BRITI	SH	VES	SEL	s.		F	O R	EIC	N	VI	ssi	C L S	S.				
DISTANCES	cc	ASTE	RS.	C	VERS	EA.		co	AST	ERS		0	VER	BEA	•	т	DTAI	8.	
for which PILOTED.	7	lowed b			Towed Stear				owed Stea	d by		,	Fowed Stea			. No. Amour			
	No.	Amo	ount.	No.	Am	ount.		No.	An	oun	t.	No.	An	our	ıt.	No.	Am	oun	t.
From Sea to Port	- 2,002	£. 1,956	s. d. 3 10	549	£. 709	#. 16	<b>d.</b> 5	<b>26</b> 8	£. 316	•. 19	<b>d</b> .	648	£. 862	#. 15	<b>d.</b> 5	3,467	<b>£</b> . 3,845	#. 15	đ. 5
	,	•			UT											_			
From Port to Sea	<b>- 2,493</b>	2,947	5 10	708	1,229	14	9	111	131	5	3	831	1,363	11	4	4,143	5,671	17	2

#### PORT OF SUNDERLAND-continued.

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To balance brought from last account-	371	4	10	By amount paid in respect of expenses of pilotage authority, viz.:			
To amount received from applicants for—				Stamps	-	14	7
	26	_		Printing, stationery, and advertising	İ	3	_
Pilots' licences (13)		_		Office cleaning, coal and gas -	20	11	10
Renewals of pilots' licences (78) -	156	-	-	Sundries, including repairs	8	6	6
Renewals of masters and mates' certificates (1)	2	_	_	New flags supplied to pilots -	4	1	-
``	•			Rent of telephone to pilot office -	10	-	_
To amount received for fines and forfeitures from licensed pilots	11	5	-	Law charges	-	10	6
				By amount paid for clerk	50	_	-
To amount received from other sources, viz.:				By amount paid for allowance for assistance in office	20	_	_
Fees for pilot boat licences	5	15	-		20	_	
Contributions to pilotage fund by pilots under bye-law No. XIV.,				By amount paid in respect of other officers: Pilot ruler	175		
for twelve months ended 31st		_	_			-	•
December 1901	393	2	6	Boy in pilot ruler's office	13	-	-
Fees received from apprentices	•			Auditor	4	4	
under bye-law No. III	. 6	-	-	Medical officer	1	1	-
Contributions to the pilotage fund from two apprentices on their entering the pilotage service	10	_	-	By amount expended in the payment of pensions to pilots	377	15	_
Fee for a duplicate pilot boat licence	-	2	6	By amount invested with the River Wear Commissioners on security of their consolidated revenue, at $3\frac{1}{2}$			
One year's interest on 8,650l., and				per cent. per annum interest · -	350	-	· <b>-</b>
a half-year's interest on 350l., invested with the River Wear Commissioners, less property				By balance carried to next account -	245	10	10
tax	321	10	5				
Interest allowed by bankers -	1	18	-				
£.	1,304	18	3	£.	1,304	18	3

Note.—Each pilot collects his own earnings, and no portion of the pilotage ever comes to the hands of the Pilotage Commissioners.

# ACCOUNT of all Monies received and expended in respect of Pensions to Pilots and Temporary Relief to their Widows and Orphans.

Dr.	· £.	8,	d,	3	£.	8.	d,
To total sum expended by the Commissioners in the payment of pensions to pilots	877	15	_	By amount paid for pensions or superannuations to pilots (13)	877	15	-
				<u> </u>			

31 March 1902.

J. G. Morris, Clerk.

#### PORT OF SWANSEA.

Pilotage is Free. Limits of District.—See p. 126 of Parl. Paper, No. 154 of 1889.

# BYE-LAWS and RATES of PILOTAGE. See p. 39 of Parl. Paper, No. 265 of 1900.

#### NAMES of PILOTS.

#### Sea Pilots.

NAMES.		Ages.	Names.		Ages.	Names.	Ages.
Elijah Williams Griffith Fox Joseph Owen John Gyles Hodge David Tamlin William Tamlin John Bevan William Acre	-	58 55 60 60 60 58 67 61	Edwin Burton - George Jones Rees Charles Jones - William Fender Samuel Hughes David Bidder - William Burnett Mitchell Mitchell	-	- 69 - 49 - 63 - 62 - 63 - 57 - 60 - 62	Benjamin Rees Thomas Davies Henry Beynon Arthur Llewellyn Davies - William John Davies - William Tamlin, jun Richard Powell Charles Harris	36 37 37 32 29 32 34 35

#### Harbour Pilots.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Charles Grove	77 52 62 58	John Morgan	70 60 48	David Hopkins Rees John Henry Read Griffith Rosser James Hill Holman John Richard Davies John Edwards	36 59 36 45 44 40

#### No Apprentices.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

DISTANCES for which	BRITI	SH VES	SEI	LS.	FORE	GN VE	SSE	LS.	TOTALS.			
PILOTED.	No.	Amo	unt		No.	Am	oun	t.	No.	Am	Amount.	
		£.	ε.	d.		£.	81	d.		£.	8.	
From Swansea Bay to Harbour	878	2,180 391	s. 5 7	2	718 120	1,402 402	7	6	1,596 190	3,582 793		
From West of Mumbles Head to Harbour - From West of Pwlldu Point to Harbour -	70 4	27	5	_	120	24	-	_	10		5	0
From West of Worms Head to Harbour		-	_							,		
Vessels not entering Swansea Harbour -	7	15	8	6	16	40	10	-	23	55	18	6
TOTAL	959	2,614	6	2	860	1,868	17	6	1,819	4,483	3	8
	(2.)—	-0 U T	w	A F	D S.			·	•			
From Harbour to Pier Head	106	127			271	323	6	-	377	450		_
From Harbour to Mumbles Roads	635	2,167			544	1,355	17	-	1,179	3,523		
From Harbour to Eastern or Western Limits	1	1 8	10	-	4	23	5	-	5	31	15	-
												_

#### PORT OF SWANSEA-continued.

ACCOUNT of all Monies received and expended in respect of the PILOTAGE FUND.

r.	į .	£.	8.	d.	Cr.	1	E.	8

Dr.	£.	8.	d.	Cr.	£.	s. d.
To gross amount Inward pilotage -	4,483	3	8	By amount paid in respect of pilots	6,373	8 10
received for - Outward pilotage	4,005	9	2	By amount paid in respect of pilot boats	2,115	4 -
To amount of fees received from applicants for pilots' licences (2)	4	4	-	By amount paid as contributions to pilots' pension or superannuation		
To amount of fees received from applicants for renewals of pilots' licences (23)	45	13	6	fund	86	16 –
To amount of fees received from applicants for masters and mates' certificates (2)	6	6	-			
To amount of fees received from applicants for renewals of masters and mates' certificates (7)	14	14	-			
Contributions by masters of vessels holding pilotage certificates under clause 25 of the pilotage bye-laws	15	18	6			
£.	8,575	8	10	£.	8,575	8 10

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.	£.	8.	d.	Cr.	£.	8.	d.
To balance brought from last account	4,813	11	7	By amount paid for pensions or superannuations:			
To amount received as contribution				Pilots' superannuations (4) -	170	6	_
to superannuation and pension				Pilots' sick pay (12)	46	10	-
fund:				Widows' superannuations (3) -	54	12	_
				Orphan's superannuation (1) -	14	_	_
From pilots	318	2	3	Orphan's death allowance (1)	20	_	_
•	ł			Premiums on stock	18	12	-
From fees, &c	86	16		By balance carried to next account:  Amount invested in Swansea			
Interest	171	14	10	Harbour Stock	4,825	_	_
A 1001000	ļ			Cash in hands of bankers and	•		
				cashier	241	4	8
£.	5,390	4	8	<b>£</b> .  -	5,390		

#### PORTS OF THE TEES.

19 March 1902.

Talfourd Strick, Clerk.

Pilotuge is Free. Limits of District.—See p. 91 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE. See p. 47 of Parl. Paper, No. 290 of 1897.

#### PORTS OF THE TEES-continued.

#### NAMES of PILOTS.

Names.		Ages.	Names.		Ages.	Service for which Licensed.
Hodgson, John -		52	Pounder, Eden J	-	35	1
Hodgson, Samuel		65	Pounder, Thomas -	-	. 52	
Hunter, Matthew		53	Robinson, Richard -	-	43	To pilot ships into Tees only.
Hunter, Thomas -		46	Snowdon, Robert -	-	54	
Moore, William -		44				
Bulmer, John B		42	Harrison, William -	-	36	,
*Burnicle, Joseph, jun.		24	Hood, William	-	<b>50</b>	
Burnicle, Michael		52	Lister, Robert J	-	33	
Burnicle, Robert -		71	Lister, Stephen, sen	-	66	[]
Coverdale, Robert		40	Lister, Stephen, jun	-	29	
*Dempster, John -		25	Lister, William	-	35	
Dixon, Watson -		42	Lithgo, James E	-	35	
Duncan, George -		61	Lithgo, John	-	61	
Fryett, James -		39	Lithgo, William Scott	-	31	
Fryett, John Ayre		36	*McLauchlan, Robert J.	<i>-</i>	30	To pilot ships in and out of Tees.
Fryett, Matthew D.		26	Mollard, Benjamin -	-	65	
Garthwaite, Fred		32	Pickersgill, Henry W.	-	41	11
Garthwaite, Joseph G.	. <b>-</b>	31	Ranson, Frederick -	-	81	
Guy, Benjamin -		28	Soppitt, Henry	-	72	
*Guy, Christopher	-	23	Soppitt, John	-	40	
Guy, Henry -	- <b>-</b>	62	Towell, James	-	43	
Guy, Henry, jun.		27	*Towell, John	-	24	
Guy, William -		38	Watson, Matthew C	-	49	
Harrison, Thomas		39		}		] ]

<sup>\*</sup> Second-class pilots, not entitled to pilot ships exceeding 600 tons register.

NAMES of APPRENTICES.

Names.					Ages.	Ages.				
Addison Boagey -	-	•	-	-	25	John Lithgo, jun	-		-	18
Sydney Challinor -	-	-	•	-	24	James Osborn Fryett -	•	•	-	18
George Pounder -	•	-	-	-	19	George Storer	-	•	-	22
Thomas Hunter, jun.	•	-	-	-	19	Fr ederick Dempster -	-	-	-	17
Samuel Hodgson, jun.	_	-	-	-	23	George White Callender	-	-	-	17

#### PORTS OF THE TEES-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

		BRITISH	VESS	SELS.		REIGN ESSELS.				
DISTANCES for which	CO.	ASTERS.	C	VERSEA.	0	VERSEA.	т	O T A L S.		
PILOTED.	Not To	wed by Steam.	Not To	owed by Steam.	Not To	owed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.			
From Sea to Middlesbrough or Stockton.	314	£. s. d. 552 8 9	602	£. s. d. 1,484 1 6	851	£. s. d. 1,577 15 11	1,767	£. s. d. 3,614 6 2		
·		(2.)—0	UT	WARDS.						
From Stockton or Middlesbrough to Sea.	430	913 19 8	515	1,249 11 8	839	1,683 9 1	1,784	3,847 - 5		

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

#### STATEMENT showing the Amount of Pilotage Dues for the Year 1901.

1900, for Com	parison.	Dec. \$1, 1901.			1900, for Comparison.			
£ s. d. 4,123 19 2	£ s. d.		£ s. d. 3,614 6 2	£ s. d.	£ s. d. £ s. d. 9,075 14 4	Dec. 31 1901.  By amount paid to pilots -	£ 4 d.	& s. d. 8,109 8 4
4,078 12 8 1,601 10 9		Outward pilotage Foys	3,847 - 5 1,300 5 7		485 12 2	By deductions in accordance with bye-law No. 55, viz., 5 per cent.	484 15 10	<b> </b>
1.	744 9 6 59 13 1	To amount uncollected		8,664 13 9 96 18 5	242 16 1 728 8 3	By cost of collection, 21 per cent.	217 8 -	652 3 10
9,804 2 7 9,	804 9 7		8,761 13 3	8,761 12 2	9,804 2 7			8,761 12 2

#### GENERAL PILOTAGE FUND ACCOUNT for Year ending December 31, 1901.

1900, for Comparison.				1900, for Comparison.			
£ s. d. £ s. d. 818 16 4	Jan 1, 1901. To balance of fund at date	£ 4. d.	£ s. d. 736 3 6	£ s. d. £ s. d.	Jan. 31, 1901.  By amount transferred to pension fund	£ s. d.	£ s. d.
485 12 2 20 10 52 1 10 - - 1 - 569 3 2	Dec. 31, 1901.  To percentage of pilot dues for year	434 15 10 20 2 49 - 15 - 1 1 8	507 12 6	68 1 4 48 14 3 4 15 6 10 50 25 2 1 1 8 8 - 40	Dec. 31, 1901.  By wages of man at barge (including relief)  By maintenance of barge  By maintenance of shelter house  By telephone rent (including trunk calls)  By pilot master's salary  By secretary's salary  By committee's expenses visiting new hut and barge  By auditors' fees (1901 accounts)  By rent of offices  By book, stationery, and sundries	71 10 - 48 - 2 7 5 - 10 50 25 15 19 5	300
				4 12 1 10 16 4 3 3 -  - 10 - 1 3 10 33 11 10 1 2 6  311 19 3  39 16 3  39 16 3  39 16 3	By postages  By Lloyd's register  By barge repairs  By pllot's expenses attending examining board  By income tax  By amount transferred to pension fund account  By minutes  By amount transferred to reserve fund to meet depreciation of pilots' shelter, being 10 per cent. on original cost	10 12 - 3 3 - 56 3 1 - 5 - 2 1 3 44 5 2 1 11 6 389 3 7	- <b>438</b> 19 10 514 15 2
1,387 19 6		1	1,213 16 -	-1 :			1,243 16 -

#### PORTS OF THE TEES-continued.

#### PENSION FUND ACCOUNT for Year ending December 31, 1901.

1900, for O	1900, for Comparison.				1903, for Comparison.			
£ s. d.	£ s. d.	Jan. I, 1901.  To balance of fund at date  Jan. 30, 1901.	£ s. d.	£ s. d. 900	l l	Dec. 31, 1901.  By pensions paid during year  By balance of fund at date	£ s. d.	£ s. d. 85 1,200
<b>25</b> 19 5	<b>3</b> 00 <b>-</b> -	To amount transferred from general pilotage fund - To interest on investments -	36 13 4	300				
33 11 10 1 5 5		To cash from general pilotage fund	44 5 2					
	60 16 8	To fine on pilot	4 2 6	85				
	960 16 8			1,285	960 16 8			1,285

#### BALANCE SHEET at December 31, 1901.

1900, for (	ompa	riso	n.								1900, for (	)om	pari	son.						
£ s. d.	L	11	d. 9	Amount owing to sundry creditors	£		d.		11	9	£ s. d.	£	;	s. d.	Loans to Tees Conservancy Commissioners	£ 1, <b>2</b> 00	s. d. 	£	s.	d.
	786	3	6	Pension fund account balance General pilotage fund ac- count balance Overdraft at bank, general account	-				- 16 10	2	4 5 6	9		5 6 6 3	Interest accrued but not yet due	-	17 9	1,205		
186 15 5				Reserve fund to meet de- preciation on pilots shelter: Balance at 31st December 1900		9			••	-	276 19 10 15 18 4	1		8 2	Pilotage dues uncollected at	36			8	Ī
39 16 3 4 17 6	181	9	3	Amount added this year - Interest allowed by bank -		16 3		224	8	5	!			3 1 2 6	31st December 1900 - Pilots' barge (cost including outfit, &c.) - Shelter on South Gare (cost	•	. •		18	
	1,882	4	5					1,969	6	6		!		8 11 4 5	including outfit &c.)	•	•	1,969	13	7 6

I beg to report that I have audited your accounts for the year ending 31st December 1901. I have checked the receipts with the pilotage returns, compared the payments with the vouchers for the same, and both with the bank pass book.

I have seen the bond of the Tees Conservancy Commissioners for £600, and two receipts for £300 each, which are lodged with your treasurer at the National Provincial Bank of England, Middlesbrough, and I certify that the accounts are correctly abstracted from the books of the Board.

ALFRED HALLAM, Chartered Accountant, Auditor.

#### PORTS OF THE TYNE.

Pilotuge is Free. Limits of District.—See p. 60 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 46 of Parl. Paper, No. 265 of 1900.

NAMES of PILOTS.

#### SEA PILOTAGE DISTRICT.

#### Licensed to pilot Vessels throughout the entire District of the Tyne.

NAMES. Ages.				Names.	_	Ages.	Names.	Ages.
James Blair - James Morton - John Grieves - James Coats - Lance Burn (1)	-	-	85 78 80 75 74	Charles Pearson - Thomas Tindle - William Chambers - Jacob Bone Charles Burn (1) -		70 73 69 64 68	J. C. Morrison - John Harrison -	67 66 66 65 64
Joseph Blackett R. Shotton (1)	•	-	82 75	Anthony Ramsey - William Tinmouth (1)	:	67 67	John Purvis (1)	65 65

#### PORTS OF THE TYNE-continued.

#### NAMES of PILOTS-continued.

Names.	Ages.	Names.		Ages.	Names.		Age
John Brown	59	A. E. Emmerson		44	W. Marshall (3)	-	- 38
John Watson	- 00	John Phillips -		52	J. W. Carter -	_	. 39
John Peat	61	George Young		52	Charles Burn (2)	•	- 38
J. L. Burn	64	A. L. Burn -		52	Alexander Leslie	_	. 38
W. Purvis (1)	60	Henry Young .		51	L. Burn (3) -	_	- 36
A. Purvis	63	J. O. Moffat -		51	George Burn -	-	- 36
William Strachan	1 00	* 1 m ~			Henry Chambers	-	- 47
R. B. Young	71	Robert Burn -		50	John Whale -	-	- 38
John Bone (1)	- 00	Robert Pearson		73	M. M. Marshall	-	- 36
William Marshall (2) -	62	Robert Taylor -			John Burn (2)	_	- 36
Joseph Watson	57	Andrew Taylor		73	Ralph Burn -	-	- 35
W. Tinmouth (2)	1 1	Lance Burn (2)			R. Thurlbeck -	_	- 35
R. Young	1 00	William M. Young		49	M. C. Reed -	_	- 35
John Hutchinson -	1	James Young (1)		49	William Purvis (3)	-	- 37
John Purvis (2)	1 11	Robert Pickering	_	49	Henry Leslie -	_	0.0
John Wright				49	John Marshall (2)	_	- 36
	-0		•	49	Robert Leslie -	-	- 34
John Bone (2)	1	A. Hogg		48	John W. Marshall	-	
Thomas Young		John Burn (1)				•	- 34
James Wright	00	L. Harrison -	• •	48	John Young -	•	- 34
Robert Purvis (1)	00			48	William Purvis (4)		- 34
Matthew Young	1 00	John Duncan -		47	John H. Tinmouth		- 34
H. Wright	1 00			47	Robert Phillips (2)		- 34
C. Chambers	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	A. Thurlbeck -		46	Thomas Young (3)	•	- 33
R. M. Young	57	J. W. Purvis -	-	46	James Burn -	-	- 33
Thomas Bone	1	Ralph Shotton (2)	-	43	Robert Cowell -	-	- 36
James Stephenson	, 00	Robert Duncan .		45	John Bone (3)	-	- 33
Philip Young	56	S. Stewart -		42	Robert Chambers	-	-   33
R. Phillips (1)	55	Thomas Hogg - ·		41	Robert Heron -	•	- 33
Thomas Young (2)	56	M. Purvis (1) -		42	William Young	-	- 32
John Marshall (1)	55	A. L. Ayre -		41	Thomas H. Purvis	-	- 32
Jacob Harrison	55	Benjamin Heron (2)		41	R. P. Stephenson	-	- 33
James Forster	59	John Chambers		41	J. II. Ramsey -	•	- 33
William Purvis (2)	57	W. H. Thurlbeck		41	Thomas Tiumouth	-	- 32
David Young	54	James Purvis (2)		44	Joseph Wright	-	- 32
T. S. Stephenson	54	Thomas Harrison .		43	G. W. Burn -		- 32
P. K. Stephenson	1 11	30 3.		41	Thomas L. Wright	-	- 32
T. C. Parvis		Henry Duncan -		43	Robert Purvis (2)	_	- 30
John Morton		J. G. Stewart -		40	Ralph Phillips		- 30
Benjamin Heron (1)		H. Y. Marshall		40	Jacob Bone -		- 30
W. Wright	1 1	G. B. Morrison		40	John A. Peat -	-	- 30
J. W. Mackay		James Purvis (3)		41	James Purvis (4)	-	- 30
		John Thurlbeck		39		-	
				39 39	Henry Purvis -	•	- 30
Richard Harrison	52	D. Marshall	-	39	Matthew Houlsby	-	-   30

#### Masters of Home-Trade Passenger Ships licensed to pilot their own Vessels into and out of Shields Harbour.

Names.	Names. Ages						Ages.	Names.			Ages.
John Bruce -	•	•	_	J. W. Hall -	-	-		J. W. Searle -	•	•	_
William Durham	-	-	_	Andrew Wilkie	•	-		William A. Searle	-	-	_
H. S. Nelson -	••	•	_	Anthony Dove -	-	-		Walter Ford -	-	-	_
David Wilson -	•	-	-	R. Webster -	-	-	_	John R. Bell -	•	-	_
Ralph Goundry	•	-	_	Thomas H. Little	-	- }	_				

#### PORTS OF THE TYNE-continued.

#### NAMES of PILOTS-continued.

#### NORTH SEA PILOTAGE DISTRICT.

#### Licensed to pilot Vessels in the North Sea, outside the Limits of any Pilotage Authority.

Names.		Ages.	Names.		Ages.	Names.	Ages.
William Proctor W. F. Adams Jonn Andrews William Scott John C. Woodall Thomas Renno Robert Cowell	:	 11111	William White Samuel Adamson Peter Rattary - John Stratford - George C. Ascough William A. Scott W. H. Thompson	 -	11111	T. W. Carter - Frederick Blow	 

#### SUMMARY of RETURNS as to PILOTS.

Number of Pilots holding General Licences	-	-	-	-	-	•	150
Number of Masters of Passenger Ships -	-	-	-	-	-	-	14
Number of North Sea Pilots	-	-	•	-	-	-	20

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

DISTANCES	]	BRITISH	VES	SELS.	F	OREIGN	TOTAL				
for which	C	OASTERS.	О	VERSEA.	VI	ESSELS.	TOTALS.				
PILOTED.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
From Sea to Tyne	5,347	£. e. d. 7,591 1 3	<b>2,14</b> 3	£. s. d. 4,511 15 11	4,379	£. s. d. 6,603 6 6	11,869	£. s. d. 18,706 8 8			

#### (2.)—O U T W A R D S.

:	ne to Sea	4,497 7,9	93 17 9 9 947	7,497 10 10 4,054	7,7 <b>4</b> 0 5 :	2 11 808   98 14	S1 18 2
From 1y	Total Number of Vessels Pilo	British	and Foreign	TOTAL NUMBER of VESSELS Pilote	British	and Foreign	
	VESSELS.	No. of Vessels.	TOTAL AMOUNT.	vessels.	No. of Vessels.	TOTAL AMOUNT.	
	English Foreign	7,490 4,379	£. s. d. 12,102 17 2 6,630 6 6	English	7,344 4,054	£. s. d. 15,421 8 - 7,740 5 2	
	<b></b>	117.000	10 500 0 0	Man	111 000	80 343 10 0	

#### PORTS OF THE TYNE—continued.

## ACCOUNT of all Monies received and expended by or on behalf of Pilots or Pilotage.

## PILOTAGE ACCOUNT for the Year ended 31st December 1901.

. <i>Dr</i> .	£. s. d.	Cr.	£. s. d.
To gross amount of pilots' earnings		By deductions from pilots' earnings,	
received for-		carried to General Account	2,090 10 10
Inward pilotage	18,706 3 8	By deductions from pilots' earnings, carried to Collection Account -	174
	23,161 13 2	By deductions from pilots' earnings,	
Outward pilotage	25,101 15 2	carried to Boarding Account	1,219 8 - 38,383 18 -
		By net earnings paid to pilots	00,000 10 =
£.	41,867 16 10	<b>£.</b>	41,867 16 10
OFNED		TAGE ACCOUNT.	1
GENERA	AL FILUI		
Dr.	${f f}.$ s. d.	Cr.	£. s. d.
To balance brought from last account -	33,721 7 1	By amount paid for expenses of com-	62 10 6
To amount of deductions from pilots'		By amount paid for printing and	02 10 0
earnings	2,090 10 10	stationery	48 4 3
To amount of fees received from		By amount paid for cleaning offices -	34 17 10 6
applicants for renewals of pilots'	100	By amount paid for rates and taxes - By amount paid for painting and	17 10 0
licences	122	repairs to property	25 13 2
To amount of fees received from	10	By amount paid for law charges -	23 6 6
applicants for new pilots' licences -	16	By amount paid for law charges in con- nection with the Shields Bridge Bill	75 – 9
To amount of fees received from		By amount paid for auditor auditing	i , , , ,
masters of passenger ships for re- newals of pilotage certificates	7 10 -	1900 accounts	15 15 ~
		By amount paid for expenses of look- out houses	55 2 6
To amount of fees received from pilots for licences for pilots' boats	12 5 -	By amount of subscription to Ingham	
		Infirmary	15 15 -
To amount received for rents from	37 17 -	By amount of subscription to New- castle Infirmary	5 5 -
property		By amount of subscription to Tyne-	
To amount of contributions from cer- tificated masters of passenger ships -	20 4 9	mouth Infirmary	5 5 -
•	1 10 -	By amount of subscription to Tyne- mouth Dispensary	2 2 -
To amount received for fines	10	By amount paid for clerk	62 10 -
To amount received for copies of bye-	- 7 -	By amount paid for secretary -	200 346 13 -
laws sold		By amount paid for other officers  By amount paid for pension to late	040 13 -
		superintendent	50
		By amount paid for coals, gas, water,	
		postages, and other miscellaneous expenses	70
		By amount transferred to Pension	
•		Account	771 3 9 34,143 13 5
		By balance carried to next account -	02,120 10 0
£.	36,029 11 8	£.	36,029 11 8
and the same of th	<u> </u>	J	
СО	LLECTIO	N ACCOUNT.	
		1	
<b>D7</b> .	£. s. d.	Cr.	£. s. d.
To balance brought from last account-		By collector's salary	200
To deductions from pilots' earnings, as	1	By allowance for assistance during	6 11 6
per bye-law	174	holidays By riverside expenses	6 11 6
-		By printing and stationery	11 6 6
		By balance carried to next account -	71 14 2
		·1	

304 12 2

£.

£.

304 12 2

#### PORTS OF THE TYNE-continued.

Account of all Monies received and expended by or on behalf of Pilots or Pilotage-continued.

#### BOARDING ACCOUNT.

					<del>.,</del>		
Dr.	£.	8,	d.	Cr.	£.	s.	d.
To balance brought from last account -				By painting and repairs to lifeboats -	9	•	_
To deductions from pilots' earnings, as per bye-law	6,590	1	9	By steamer taking pilots to sea - By assistants' attendance on pilot	886		6
as per bye-iaw	1,219	8	_	steamer By agent's salary	151	10	-
	'			By sundry expenses	12	ī	8
				By balance carried to next account -	7,097	13	7
£.	8,169	9	9	£.	8,169	9	9
NORTH	SEA	P	L	OTAGE ACCOUNT.			
Dr.	£.	s.	d.	Cr.	£.	ε.	d
To balance brought from last account -	23	19	2	By expenses of committees	2	-	_
To fees for new licences	6	_	_	By balance carried to next account -	27	19	2
£.	29	19	2	£.	29	19	2
	BAL £.		d.	E SHEET.	£.		
Dr.	t.	<b>s.</b>	a.		£.	5.	d
To balance brought from General Account	34,143	13	5	By investment with the Tyne Improvement Commissioners By investment with the Tees Con-	17,090	-	_
To balance brought from Boarding Account	7,097	13	7	servancy Commissioners By investment with the Gateshead	11,547	10	-
To balance brought from Collection				Corporation By investment with the South Shields	2,500	-	
Account	71	14	2	Gas Company By investment with the Tynemouth	2,000	-	-
To balance brought from North Sea	27	19	2	Gas Company By investment with the Newcastle	2,500	<b>-</b> ·	
Pilotage Account			_	and Gateshead Water Company - By investment with the Tynemouth	1,914	-	-
				Corporation By cash in the hands of the secretary	565	12	6
	1			for prepayment of pilotage dues -	350	_	_
				By amount on deposit with bankers -	500	_	_
				By cash at bankers By value of office buildings	1,073	17	10
				12) value or onice pandings		- <del>-</del>	
£.	41,341	-	4	£.	41,341	-	4

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.	£.	s.	d.	Cr.				£.	8.	d.
To amount received as interest on monies invested -	1,247	1 I	3	By amount paid for p annuations:	ensions	or su	per-			
To amount transferred from General Account	771	3	9	Pilots (48) - Widows (68) - Orphans (30) -		- -	• •	1,211 747 60	15 - -	
£. \	2,018	15	-				£.	2,018	15	

11 February 1902.

James Robinson, Secretary.

#### PORT OF NEWCASTLE-UPON-TYNE

Pilotage is Free. Limits of District.—Sec p. 75 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 75 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

#### Alnmouth.

George Richardson

aged 67

Amble.

Names.	Ages.	Names.	Ages.	Names.	Ages.
John Matthews, sen. John Matthews, jun. John William Anderson	- 38	John Sinton - William Davison Thomas Young		Robert Rochester . J. G. Young	52 - 44

#### Blyth.

Names.	 Ages.	Names.	•	Ages.	Naves,	Ages.
Inomas Dumora	67 47 51 55 53 54 56 42	Isaac George Tate - Samuel Tate - William Mitchell - Joseph Henderson - John Southern - James Thompson - J. T. Dolmahoy - Robert N. Wood -	-	55 49 50 49 55 46 45 54	William Wood Daniel C. Tate William Campbell Ambrose Thomas Griffin James Watson William Alfred Seabrook	51 43 38 40 46 46

#### Holy Island.

NAMES. Ages.			Names.			Ages. Names.				Ages.
Ralph Wilson - Matthew Kyle - William Lilburn John Walker -		54 67 66 55	James Beaduall William Wilson Thomas Kyle -	-	-	61 75 70	Benjamin Kyle George Kyle - Ezekiel Allison		•	79 57 59

#### North Sunderland.

Name.	Age.	Name.	Age.
Anthony Rutter	38	Michael Robson	55

#### Scaham Harbour.

Names.			Ages.	Names.			Ages.	Names.	Ages.
Lionel Henry - Charlton Dobson Ralph Dobson - George Scott, sen. Thomas Dobson	-		71 66 62 63 62	Richard Hudson Morley Scott - John Harrison Frank Ellemore John Page Scott	•	-	58 54 62 51 49	George Harrison - William Millar - George Scott, jun George Scott Robert Henry -	41 39

#### NAMES of PILOTS-continued.

#### Whitby.

Nami	Es.	 	Ages.	Name.	Age.
Thomas Cass - Henry Hobson	•	- !	54 72	William George Douglas -	59

# RATES of PILOTAGE. See p. 44 of Parl. Paper, No. 210 of 1896.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

		BRITISH	VES	SELS.		OREIGN ESSELS.		
DISTANCES  for which	C	DASTERS.	0	VERSEA.	Ċ	VERSEA.	Т	OTALS.
PILOTED.	Not To	wed by Steam.	Not To	owed by Steam.	Not T	owed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Alnmouth From Sea to Amble From Sea to Holy Island - From Sea to North Sunderland - From Sea to Blyth From Sea to Seaham Harbour - From Sea to Whitby Total	262 9 7 860 916 31 2,085	2. s. d.  176 9 3 5 3 3 3 3 6 731 8 3 543 15 6 16 9 3  1,476 9 -	151 - - 59 3 - 213	£. s. d.  104 11 5   51 2 3 2 3 6  157 17 2	218 - 13 1,443 30 7 1,711	£. s. d.  149 8 -  8 12 9  1,141 2 3  21 9 9  5 16 -	631 9 20 2,362 949 38 4,009	£. s. d.  430 8 8 5 3 3 11 16 3 1.923 12 9 567 8 9 22 5 3
		(2.)—O	U <sub>T</sub>	WARDS.				
From Alnmouth to Sea From Amble to Sea From Holy Island to Sea - From North Sunderland to Sea - From Seaham Harbour to Sea - From Whitby to Sea	221 10 11 591 934 3	214 13 10 5 13 3 6 12 3 705 16 9 779 11 9 2 - 9	146 - 327 1	156 1 1 	223 - 11 1,402 32 3	233 3 9 - 5 4 3 1,639 6 7 26 7 - 1 12 -	590 10 22 2,320 967 6	603 18 8 5 13 3 11 16 6 2,787 10 9 806 18 3 3 12 9

Note.—Vessels over 500 tons are charged 1d. per ton on the surplus tonnage. This money is received by the pilots themselves, and amounted in 1901 to 1,214l. 6s. 8d.

1,671

599 8 -

1,905 13 7

3,915

4,219 10 2

TOTAL - - - 1,770 1,714 8 7 474

#### TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted Into and Out of the above Places.

						INW	A R D S.	OUTWARDS.				
						No. of Vessels.	Amount.	No. of Vessels.	Amount.			
BRITISH VESSELS	-	_	-		_	2,298	£. s. d. 1,634 6 2	2,244	£. s. d. 2,313 16 7			
OBEIGN VESPELS	-	-	-	-	-	1,711	1,326 8 9	1,671	1,905 13 7			
		To	)TAL			4,009	2,960 14 11	3,915	4,219 10 2			

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

#### ALNMOUTH.

Dr.  To gross amount Inward pilotage - received for - Outward pilotage -	} Nil.	Cr.  By amount paid in respect of pilots -	Nil.

## WARKWORTH AND AMBLE.

$D_{\tau}$ .	£.	8.	d.	Cr.	£.	8.	d.
To gross amount Inward pilotage -	430	8	8	By amount paid in respect of pilots -	1,034	7	4
received for - Outward pilotage -  To amount of fees received from applicants for renewals of pilots' licences (8)		18	8	By amount paid as contributions to pilots' pension or superannuation fund By other expenses of pilotage authority:	24	7	6
To amount of pilots' fees	46	4	6	Deputation expenses Stationery and postages	3	17 10	_
				By amount paid for secretary	12	10	-
				By amount paid for pilot master -	10	-	-
£.	1,088	11	10	£.	1,088	11	10

#### BLYTH.

Dr.	£		s.	d.	Cr.	£.	s.	d.
To gross amount Inward pilotage	1,9	23	12	9	By amount paid in respect of pilots -	4,711	3	6
To amount of fees received from applicants for renewals of 'pilots'	•		10	9	By amount paid as contributions to pilots' pension or superannuation fund	105	18	6
licences (21)		21 78	3	6	rity: Stationery, printing, and postages Deputation expenses Rent of office	7 4 5	12 6 -	6
					By amount paid for secretary	20	-	-
•	1				By amount paid for clerk	6	6	_
					By amount paid for pilot mas -	50	-	-
£	4,9	10	7		£.	4,910	7	-

#### HOLY ISLAND.

Dr.  To gross amount Inward pilotage - received for - Outward pilotage - Tobalance carried to next account -	5	13	3	By balance brought from last account By amount paid in respect of pilots - By amount paid for rent of boathouse	£. 40 10 - - 5	16	d. 2 6 6 2 -
£.	56	5	4	£.	56	5	4

Account of all Monies received and expended in respect of the Pilotage Fund—continued.

#### NORTH SUNDERLAND.

Dr.	£. s. d.	Cr.	£. s. d.
· To balance brought from last account -	1 11 1	By amount paid in respect of pilots -	23 12 9
To gross amount Inward pilotage -	11 16 3	By amount paid for pilot master -	2 10 -
received for - Outward pilotage - To amount of fees received from	11 16 6	By balance carried to next account -	2 2 1
applicants for renewals of pilots' licences (2)	2		
To amount of pilots' fees	11-		•
£.	28 4 10	£.	28 4 10

#### SEAHAM HARBOUR.

Dr.		£.	s.	d.	Cr.	£.	8.	d.
To gross amount Inward pilotage	-	567	8	9	By amount paid in respect of pilots -	1,374	7	_
received for - Outward pilotage  To amount of fees received from applicants for renewals of pilot licences (16)		806 16		3 -	By amount paid as contributions to pilots' pension or superannuation fund	19	6	11
To amount of pilots' fees	-	75	17	6	Stationery and postages	5	-	-
					Deputation expenses	3	14	7
					By amount paid for secretary	17	10	_
					By amount paid for clerk	6	6	_
					. By amount paid for pilot master	40	-	
	ε.	1,466	4	6	£.	1,466	4	6

#### WHITBY.

Dr.		£.	8.	d.	Cr.	£.	8.	d.
To gross amount   Inward pilotage	-	22	5	3	By balance brought from last account	99	5	2
received for - Outward pilotage	-	3	12	9	By amount paid in respect of pilots -	25	18	1
To amount of pilots' fees	-	2	-	-	By other expenses of pilotage authority:			
To balance carried to next account	-	112	10	-	Deputation expenses	5	3	9
					Postages and telegram	-	1	1
					By amount paid for pilot master -	10	-	_
	£.	140	8	-	£.	140	8	_

ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

#### WARKWORTH AND AMBLE.

			1			
£. s.	<b>d.</b>	Cr.	£.	8.	d.	
221 16	7	By balance carried to next account -	246	4	1	
24 7	6					
246 4	1	£.	246	4	1	
	221 16	221 16 7	221 16 7 By balance carried to next account -	221 16 7 By balance carried to next account - 246	221 16 7 By balance carried to next account - 246 4	221 16 7 By balance carried to next account - 246 4 1

#### BLYTH.

Dr.	£.	s.	d.	Cr.	£.	8.	<i>d</i> ,
To balance brought from last account-  To amount received as contribution to superannuation and pension fund from pilots	831 105		<b>4</b> 6	By amount paid for pensions or superannuations of pilots By balance carried to next account -	26 911		- 10
£.	937	5	10	£.	937	5	10

#### SEAHAM HARBOUR.

Dr.	£.	8.	d.	Cr.	£.	s.	<b>d.</b>
To amount received as contribution to superannuation and pension fund from pilots	19	6	11	By balance brought from last account  By amount paid for pensions or superannuations of pilots	167 39	2	10
To balance carried to next account -	186	16	5				
£.	206	3	4	£.	206	3	4

12 February 1902.

George C. Coates, Secretary.

Pilotage is partly Free and partly Compulsory.—See pp. 10, 12, and 14 of Parl. Paper, No. 94 of 1898.

Limits of District.—See the Limits for which Pilots are licensed in each case.

#### BYE-LAWS, REGULATIONS, &c.

See p. 16 of Parl. Paper, No. 154 of 1889; p. 48 of Parl. Paper, No. 251 of 1891; and p. 58 of Parl. Paper, No. 160 of 1894.

#### NAMES of PILOTS-Younger Brethren who are Branch Pilots.

Blenkarm, John Charles - 52 Eshelby, William Morley - 46 Belding, Henry John - 49 Bromley, Thomas 62  Lawson, Charles 48 Boulsby, Frederick Richard - 41 Bibbing, William 61  Cuthbert, Alexander Nicol - 49 Kershaw, Frederick 49 Leighton, Thomas William - 48 Lowery, Frederick 49 Lowery, Frederick 49 Ditto Martin, Richard 52 Martin, Richard 60 Owen, John 60 Owen, John 60 Ditto Robinson, Henry - 66 Blades, Robert 46 Blades, Robert 46 Blades, Robert 46 Blades, Robert 46 Blades, Robert 56 Johnston, John Alexander - 49 Magee, William - 49 Ditto Malet, James Hudson - 52 Ditto Mard, John Walter - 56 Johnston, Henry Otto - 54 Oliver, Samuel Hackett - 58 Ditto Potter, Richard 50 Ditto Mard, John Richard - 50 Ditto Dit	Service for which Licensed.
Blenkarm, John Charles -   52	r, northward, to Flamborough Head and Tyne- tward, to Heligoland and the Red Buoy in the ward, to the Naze of Norway, the Scaw, through e Sound, and Baltic, to Riga.
Eshelby, William Morley - Belding, Henry John - 49 Bromley, Thomas 62 Bromley, Thomas 62 Bromley, Thomas 62 Bromley, Thomas 62  Lawson, Charles 48 Soulsby, Frederick Richard - 41 Bibbing, William 61 Brom the Humber, romouth Bar; eastwathe Cattegat, the Ditto Ditto Naze of Norway, the Baltic, and Grow Heligoland and the Naze of Norway, the Baltic, and Grow Ditto Martin, Richard - 49 Bound Ditto Martin, Richard - 49 Bound Ditto Nowery, Frederick - 49 Bound Ditto Martin, Richard - 49 Bound Ditto Owen, John 60 Bound Ditto Rank, Thomas William - 49 Bound Ditto Robinson, Henry - 66 Bound Ditto Rank, Thomas William - 49 Bound Ditto Rank, Thomas William - 49 Bound Ditto Rank, Thomas William - 49 Bound Ditto Rank, Thomas William - 49 Bound Ditto Rank, Thomas William - 49 Bound Ditto Rank, Thomas William - 49 Bound Ditto Rank, Thomas William - 49 Bound Ditto Rank, Thomas William - 49 Bound Ditto Rank, Thomas William - 49 Bound Ditto Rank, Thomas William - 49 Bound Ditto Rank, Thomas William - 49 Bound Rank, Thomas William - 50 Bound Rank Prit Heligoland and the through Yarmouth Bar, and the Frit Heligoland and the Sound Rank Prit Heligoland and the Sound Rank Prit Heligoland Rank Prit Helig	
Belding, Henry John Bromley, Thomas 62  Lawson, Charles 48 Sonlsby, Frederick Richard Bibbing, William 61  Cuthbert, Alexander Nicol - 49 Kershaw, Frederick 49 Leighton, Thomas William - 48 Lowery, Frederick 52 Martin, Richard 52 Martin, Richard 60 Owen, John 69 Pindar, Edward 50 Rank, Thomas William - 49 Vickerman, John Blissit - 74 Walters, Nathan 60  Blades, Robert 46  Blades, Robert Thomas - 49 Johnston, John Alexander - 49 Jo	to ditto.
Bromley, Thomas 62  Lawson, Charles 48 Soulsby, Frederick Richard - 41 Bibbing, William 61  Cuthbert, Alexander Nicol - 49 Kershaw, Frederick 49 Leighton, Thomas William - 48 Lowery, Frederick 52 Martin, Richard 52 Mortin, Richard 60 Owen, John 69 Pindar, Edward 50 Robinson, Henry 66 Robinson, Henry 66 Robinson, Honry 66 Blades, Robert 46  Blades, Robert 46  Blades, Robert 56 Jones, Robert Thomas - 49 Jones, Robert Thomas - 49 Jones, Robert Thomas - 49 Jones, Robert Thomas - 49 Jones, Robert Thomas - 49 Jones, Robert Thomas - 50 Magee, William 49 Jones, Robert Thomas - 50 Magee, William - 55 Jones, Robert Thomas - 55 Joitto Malet, James Hudson - 55 Jones, Robert Thomas - 55 Joitto Malet, James Hudson - 55 Joitto Turney, Thomas Gray - 47 Joitto Ward, John Richard - 54	to ditto.
Lawson, Charles	r, northward, to Flamborough Head and Tyne- tward, to Heligoland and the Red Buoy in the vard, to the Naze of Norway, the Scaw, through
Soulsby, Frederick Richard Bibbing, William 61 Bibbing, William 61 Bibbing, William 61  Cuthbert, Alexander Nicol - 49 Kershaw, Frederick 49 Leighton, Thomas William - 48 Lowery, Frederick 52 Martin, Richard 49 Ditto Neill, Robert Rowley 60 Owen, John 69 Pindar, Edward 50 Robinson, Henry 66 Robinson, Henry 66 Bibbing, William - 49 Vickerman, John Blissit - 74 Walters, Nathan 60  Blades, Robert 46 From the Humber, many the Baltic, and Guerrich and the Frith Heligoland and the Frit	e Sound, and Baltic, to Dantzic.
Bibbing, William 61  Bibbing, William 61  Cuthbert, Alexander Nicol - 49  Kershaw, Frederick 49  Leighton, Thomas William - 48  Lowery, Frederick 52  Martin, Richard 49  Ditto Neill, Robert Rowley - 60  Owen, John 69  Pindar, Edward 69  Pindar, Edward 50  Robinson, Henry 66  Rank, Thomas William - 49  Vickerman, John Blissit - 74  Walters, Nathan 60  Blades, Robert 46  From the Humber, n Bar, and the Frit Heligoland and t through Yarmouth Forth, John Walter - 56  Johnston, John Alexander - 49  Johnston, John Alexander - 49  Magee, William 49  Magee, William 52  Ohlenroth, Henry Otto - 54  Oliver, Samuel Hackett - 58  Ditto Outro, Thomas Gray - 47  Ward, John Richard - 54	to ditto.
Cuthbert, Alexander Nicol - 49 Kershaw, Frederick 49 Leighton, Thomas William - 48 Lowery, Frederick 52 Martin, Richard 52 Ditto Martin, Richard 60 Owen, John 69 Pindar, Edward 50 Rank, Thomas William - 49 Vickerman, John Blissit - 74 Walters, Nathan 60 Blades, Robert 46 From the Humber, n Bar, and the Frit Heligoland and t through Yarmouth Forth, John Walter - 56 Johnston, John Alexander - 49 Magee, William - 49 Magee, William 49 Magee, William - 52 Ohlenroth, Henry Otto - 54 Oliver, Samuel Hackett - 58 Ditto Outer, Richard 50 Turney, Thomas Gray - 47 Ward, John Richard - 54	
Kershaw, Frederick 49 Leighton, Thomas William - 48 Lowery, Frederick 52 Martin, Richard 49 Neill, Robert Rowley 60 Owen, John 69 Pindar, Edward 50 Robinson, Henry 66 Rank, Thomas William - 49 Vickerman, John Blissit - 74 Walters, Nathan 60  Blades, Robert 46 From the Humber, n Bar, and the Frit Heligoland and t through Yarmouth Johnston, John Alexander - 49 Joitto Magee, William 49 Joitto Magee, William 50 Magee, William - 52 Ohlenroth, Henry Otto - 54 Oliver, Samuel Hackett - 58 Potter, Richard 50 Turney, Thomas Gray - 47 Ward, John Richard - 54	northward, to Flamborough Head, Tynemouth rith of Forth up to Leith Roads; eastward, to the Red Buoy in the Elbe; and eastward, to the the Scaw, through the Cattegat, the Sound, Gulf of Finland, to Cronstadt.
Leighton, Thomas William	to ditto.
Lowery, Frederick 52  Martin, Richard 49  Neill, Robert Rowley - 60  Owen, John 69  Pindar, Edward 50  Robinson, Henry 66  Rank, Thomas William - 49  Vickerman, John Blissit - 74  Walters, Nathan 60  Blades, Robert 46  From the Humber, n Bar, and the Fritt Heligoland and t through Yarmouth Forth, John Walter - 56  Johnston, John Alexander - 49  Jones, Robert Thomas - 49  Magee, William - 49  Ditto Malet, James Hudson - 52  Ohlenroth, Henry Otto - 54  Oliver, Samuel Hackett - 58  Potter, Richard - 50  Turney, Thomas Gray - 47  Ward, John Richard - 54	to ditto.
Lowery, Frederick 52 Martin, Richard 49 Neill, Robert Rowley - 60 Owen, John 69 Pindar, Edward 50 Robinson, Henry 66 Rank, Thomas William - 49 Vickerman, John Blissit - 74 Walters, Nathan 60  Blades, Robert 46 From the Humber, n Bar, and the Frith Heligoland and t through Yarmouth Johnston, John Alexander - 49 Johnston, John Alexander - 49 Johnston, John Alexander - 49 Magee, William 49 Ditto Malet, James Hudson - 52 Ohlenroth, Henry Otto - 54 Oliver, Samuel Hackett - 58 Potter, Richard 50 Turney, Thomas Gray - 47 Ward, John Richard - 54	to ditto.
Neill, Robert Rowley 60 Owen, John 69 Pindar, Edward 50 Robinson, Henry 66 Rank, Thomas William - 49 Vickerman, John Blissit - 74 Walters, Nathan 60  Blades, Robert 46 From the Humber, n Bar, and the Frith Heligoland and t through Yarmouth Johnston, John Alexander - 49 Johnston, John Alexander - 49 Johnston, John Alexander - 49 Johnston, John Alexander - 49 Johnston, John Alexander - 49 Johnston, John Alexander - 50 Majet, James Hudson - 52 Ohlenroth, Henry Otto - 54 Oliver, Samuel Hackett - 58 Potter, Richard 50 Turney, Thomas Gray - 47 Ward, John Richard - 54 Ditto	to ditto.
Owen, John -         -         69         Ditto           Pindar, Edward -         -         -         50         Ditto           Robinson, Henry -         -         -         66         Ditto           Rank, Thomas William -         -         -         49         Ditto           Vickerman, John Blissit -         -         74         Ditto           Walters, Nathan -         -         -         60         Ditto           Blades, Robert -         -         -         46         From the Humber, n         Bar, and the Frith         Heligoland and t         through Yarmouth           Forth, John Walter -         -         -         56         Ditto           Johnston, John Alexander -         49         Ditto         Ditto           Jones, Robert Thomas -         -         49         Ditto           Magee, William -         -         49         Ditto           Ohlenroth, Henry Otto -         -         54         Ditto           Oliver, Samuel Hackett -         -         58         Ditto           Potter, Richard -         -         50         Ditto           Turney, Thomas Gray -         -         47         Ditto           Ward, Joh	to ditto.
Pindar, Edward 50 Robinson, Henry 66 Rank, Thomas William - 49 Vickerman, John Blissit - 74 Walters, Nathan 60  Blades, Robert 46 From the Humber, n Bar, and the Frit Heligoland and t through Yarmouth Johnston, John Alexander - 49 Jones, Robert Thomas - 49 Magee, William 49 Malet, James Hudson - 52 Ohlenroth, Henry Otto - 54 Oliver, Samuel Hackett - 58 Potter, Richard 50 Turney, Thomas Gray - 47 Ward, John Richard - 54	
Robinson, Henry         -         -         66         Ditto           Rank, Thomas William         -         -         49         Ditto           Vickerman, John Blissit         -         -         74         Ditto           Walters, Nathan         -         -         60         Ditto           Blades, Robert         -         -         46         From the Humber, now the Frith Heligoland and the Frith Heligoland and the Entropy of the From the Humber, now the Frith Heligoland and the Entropy of the From the Humber, now the Frith Heligoland and the Thomas Human Heligoland and the Frith Heligoland and the Thomas Human Helig	
Rank, Thomas William         -         49         Ditto           Vickerman, John Blissit         -         74         Ditto           Walters, Nathan         -         -         60         Ditto           Blades, Robert         -         -         46         From the Humber, n         Bar, and the Frit         Heligoland and t         through Yarmouth           Forth, John Walter         -         -         56         Ditto           Johnston, John Alexander         -         49         Ditto           Jones, Robert Thomas         -         49         Ditto           Magee, William         -         -         49         Ditto           Malet, James Hudson         -         52         Ditto         Ditto           Ohlenroth, Henry Otto         -         54         Ditto         Ditto           Potter, Samuel Hackett         -         58         Ditto         Ditto           Turney, Thomas Gray         -         47         Ditto           Ward, John Richard         -         54         Ditto	
Vickerman, John Blissit -         -         74         Ditto           Walters, Nathan -         -         -         60         Ditto           Blades, Robert -         -         -         46         From the Humber, n           Bar, and the Frit         Heligoland and t         through Yarmouth           Forth, John Walter -         -         56         Ditto           Johnston, John Alexander -         49         Ditto           Jones, Robert Thomas -         -         49         Ditto           Magee, William -         -         49         Ditto           Malet, James Hudson -         -         52         Ditto           Ohlenroth, Henry Otto -         -         54         Ditto           Oliver, Samuel Hackett -         -         58         Ditto           Potter, Richard -         -         50         Ditto           Turney, Thomas Gray -         -         47         Ditto           Ward, John Richard -         -         54         Ditto	
Walters, Nathan         -         -         60         Ditto           Blades, Robert         -         -         46         From the Humber, n         Bar, and the Frith         Bar, and the Frith         Heligoland and the through Yarmouth           Forth, John Walter         -         56         Ditto           Johnston, John Alexander         -         49         Ditto           Jones, Robert Thomas         -         49         Ditto           Magee, William         -         -         49         Ditto           Malet, James Hudson         -         52         Ditto           Ohlenroth, Henry Otto         -         54         Ditto           Oliver, Samuel Hackett         -         58         Ditto           Potter, Richard         -         50         Ditto           Turney, Thomas Gray         -         47         Ditto           Ward, John Richard         -         54         Ditto	
Blades, Robert 46 From the Humber, n Bar, and the Frit Heligoland and t through Yarmouth Johnston, John Alexander - 49 Johnston, Robert Thomas 49 Johnston, John Alexander - 49 Johnston, John Alexander - 49 Johnston, John Alexander - 49 Johnston, John Alexander - 49 Johnston, John Alexander - 52 Johnston, John Humber, n Bar, and the Humber, n Bar, and the Frit Heligoland and t through Yarmouth Ditto Ditto Ditto Magee, William 49 Ditto Malet, James Hudson - 52 Ditto Oliver, Samuel Hackett - 58 Ditto Potter, Richard 50 Turney, Thomas Gray - 47 Ward, John Richard - 54	
Bar, and the Frit	to ditto.
Forth, John Walter       -       56       Ditto         Johnston, John Alexander       -       49       Ditto         Jones, Robert Thomas       -       -       49       Ditto         Magee, William       -       -       49       Ditto         Malet, James Hudson       -       -       52       Ditto         Ohlenroth, Henry Otto       -       -       54       Ditto         Oliver, Samuel Hackett       -       -       58       Ditto         Potter, Richard       -       -       50       Ditto         Turney, Thomas Gray       -       47       Ditto         Ward, John Richard       -       54       Ditto	northward, to Flamborough Head, Tynemouth ith of Forth up to Leith Roads; eastward, to the Red Buoy in the Elbe; and southward, th Roads and into the Downs.
Johnston, John Alexander       -       49       Ditto         Jones, Robert Thomas       -       -       49       Ditto         Magee, William       -       -       49       Ditto         Malet, James Hudson       -       -       52       Ditto         Ohlenroth, Henry Otto       -       -       54       Ditto         Oliver, Samuel Hackett       -       -       58       Ditto         Potter, Richard       -       -       50       Ditto         Turney, Thomas Gray       -       47       Ditto         Ward, John Richard       -       54       Ditto	
Magee, William       -       -       49       Ditto         Malet, James Hudson       -       -       52       Ditto         Ohlenroth, Henry Otto       -       -       54       Ditto         Oliver, Samuel Hackett       -       -       58       Ditto         Potter, Richard       -       -       50       Ditto         Turney, Thomas Gray       -       47       Ditto         Ward, John Richard       -       54       Ditto	to ditto.
Malet, James Hudson       -       -       52       Ditto         Ohlenroth, Henry Otto       -       -       54       Ditto         Oliver, Samuel Hackett       -       -       58       Ditto         Potter, Richard       -       -       50       Ditto         Turney, Thomas Gray       -       47       Ditto         Ward, John Richard       -       54       Ditto	
Ohlenroth, Henry Otto       -       -       54       Ditto         Oliver, Samuel Hackett       -       -       58       Ditto         Potter, Richard       -       -       50       Ditto         Turney, Thomas Gray       -       47       Ditto         Ward, John Richard       -       54       Ditto	
Oliver, Samuel Hackett 58 Ditto Potter, Richard 50 Ditto Turney, Thomas Gray - 47 Ditto Ward, John Richard - 54 Ditto	and the second s
Potter, Richard 50 Ditto Turney, Thomas Gray 47 Ditto Ward, John Richard 54 Ditto	
Turney, Thomas Gray 47 Ditto Ward, John Richard 54 Ditto	
Ward, John Richard 54 Ditto	
Whise William 51	
Whitton, William 51 Ditto Wing, Joseph 55 Ditto	

## NAMES of PILOTS-Younger Brethren who are Branch Pilots-continued.

Names.	Ages.	Service for which Licensed.
Cross, John	53	From the Humber, northward, to Flamborough Head and Tyne-mouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads and into the Downs.
Gordon, Andrew	50	Ditto ditto.
Johnson, George Thomas	48	Ditto ditto.
Massam, John William	45	Ditto ditto.
Pearse, Henry Wallace	49	Ditto ditto.
Rice, John	46	Ditto ditto.
Thorpe, Charles Robinson -	48 59	Ditto ditto.
Taylor, Joseph Whalley	47	Ditto ditto. Ditto ditto.
Tether, Richard Elliott	71	Ditto ditto.
Bolton, Samuel Henry	47	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
Chambers, William Henry -	56	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound,
	1 40	and Baltic, to Riga.
Curtis, William	42	Ditto ditto.
Dennison, Thomas Stevenson -	64	Ditto ditto. Ditto ditto.
Dossor, Frederick	52	Ditto ditto.
Dowse, Thomas Dandison	50	Ditto ditto.
Elliott, Edmund Johnson, Thomas John	63	Ditto ditto.
Kendrick, Joseph	53	Ditto ditto.
Leach, George Clark	55	Ditto ditto.
Marshall, William Brocksopp -	46	Ditto ditto.
Monro, Alexander Richard -	60	Ditto ditto.
Rayner, John William	54	Ditto ditto.
Thornhill, Charles Edward -	50	Ditto ditto.
Watson, Robert	54 53	Ditto ditto.
Wilkinson, John	90	Ditto utto.
Campbell, Thomas	46	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads into the Downs, the Swin, and up to the Nore.
Hadaway, William Wholley	52	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Cronstadt.
Johnson, Edward James	64	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Dantzic.
Pepper, George	51	Ditto ditto.
Smith, Thomas John	50	Ditto ditto.
Smith, David Paxton -	72	Ditto ditto. Ditto ditto.
Tholander, Oscar	60 58	Ditto ditto.
Vickerman, William		,
Mills, James	73	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Smith Robert	52	Ditto ditto.
Morley, John	60	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads: eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.

#### NAMES of PILOTS-Younger Brethren who are Branch Pilots-continued.

NAME	s.			Ages.	Service for which Licensed.
Nowman, William	•	•	•	61	From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt; northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; and southward through Yarmouth Roads and into the Downs.
Roach, Robert	-	•	•	59	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads and into the Downs; and eastward, to the Naze of Norway, the Scaw through the Cattegat, the Sound, the Baltic, and Gulf of Finland to Cronstadt.
Scarr, George -	•	-	•	54	From the Humber, eastward, to the Naze of Norway, the Scaw through the Cattegat, the Sound, and Baltic, to Riga; eastward to Heligoland and the Red Buoy in the Elbe; and southward through Yarmouth Roads and into the Downs.

#### EAST COAST.

# Along the East Coast between the Northness of Dimlington on the Coast of Yorkshire and St. Edmund's Ness on the Coast of Norfolk.

Names.	Ages.	Service for which Licensed.
Goodson, Joseph Henry Jones, James Joseph	45 48	From St. Edmund's Ness, on the coast of Norfolk, from the High Horn Beacon, from Wisbech Eye, and from the Lower Roads at Lynn; southward, to Winterton Ness; and northward, to the River Humber, or the Northness of Dimlington, bearing west, and vice versâ.

#### Along the East Coast to Lynn Deeps.

Name	Names. Ages.				Service for which Licensed.
Dobson, William Goodson, Edward	•	-	•	<b>54</b> 46	Along the East Coast, southward, between the entrance of the River Humber and the Northness of Dimlington, bearing west, through Boston and Lynn Deeps, and as far as Blakeney, and vice versâ, except as regards vessels passing to or from King's Lynn, which are to be piloted along the East Coast southward, between the Humber and the Northness of Dimlington, bearing west, through Lynn Deeps, as far as an imaginary line drawn north by west from St. Edmund's Ness, otherwise Gore End, to the Long Sand, and vice versâ.

#### Along the East Coast to the Downs.

Name.	Age.	Service for which Licensed.
Wright, Thomas	67	From the Humber, southward, through Yarmouth Roads and into the Downs.

NAMES of PILOTS-Younger Brethren who are Branch Pilots-continued.

#### Along the East Coast Northward to Tynemouth Bar and Southward to the Downs.

Name.	Age.	Service for which Licensed.
Neal, Stephen	64	From the Humber, northward, to Flamborough Head and Tynemouth Bar; and southward, through Yarmouth Roads and into the Downs.

#### Along the East Coast Northward to Leith Roads and Southward to the Downs and Nore.

Names.	Ages.	Service for which Licensed.
Burmeister, John Charles Frederick.  Dines, Alfred Miller, Henry	1	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; southward, through Yarmouth Roads and into the Downs; and southward, through Yarmouth Roads, the Swin, and up to the Nore.

#### Along the East Coast Northward to Tynemouth Bar and Southward to the Downs and Nore.

Name.			Age.	Service for which Licensed.				
Speed, Robert -	•	•	-	61	From the Humber, northward, to Flamborough Head and Tynemouth Bar; southward, through Yarmouth Roads and into the Downs; and southward, through Yarmouth Roads, the Swin, and up to the Nore.			

#### Along the East Coast Northward to Leith Roads and Southward to the Downs.

Names.	Ages.	Service for which Licensed.
Hudson, Charles	45	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; and southward, through Yarmouth Roads and into the Downs.
Hudson, George William	52	through Yarmouth Roads and into the Downs.

#### For the Port of Wisbech, in the County of Cambridge.

Names.	Ages.	Service for which Licensed.
Burton, James Henry • • • • Carlile, William, the younger • Pilkington, Isaiah • • • • Worley, William • • •	53 37 36 52	Into and out of the Port of Wisbech and the waters thereof, and from the Town of Wisbech, through the Cross Keys Bridge, to the Lower Roads at sea outwards; and from the said Lower Roads at sea, through the Cross Keys Bridge, to the said Town of Wisbech inwards; and from and to all intermediate places between the said Town and the said Lower Roads, and also (if required by the master of any ship or vessel, and when no other pilot appointed by us shall be in charge of such ship or vessel) from the said Lower Roads to and across the Bar, and to the Roaring Middle Buoy outwards; and from the Roaring Middle Buoy to and across the Bar, and to the said Lower Roads inwards; and from and to all intermediate places between the said Lower Roads and the said Roaring Middle Buoy.

#### NAMES of PILOTS-Younger Brethren who are Branch Pilots-continued.

#### For the Wash or Bay called Fosdyke Wash and the River Welland, in the County of Lincoln.

Names.		Ages.	Service for which Licensed.				
Royce, Joseph - Westmoreland, Adam		51 49	Into and out of the River Welland and Fosdyke Wash, and seaward thereof, through the Deeps called Boston Deeps, so far as a certain buoy called the High Horn Buoy, and including the whole distance between the said buoy and the High Bridge over the River Welland in the Town of Spalding.				

#### For the Port of Goole, in the County of York.

Names	•		Ages.	Service for which Licensed.
Lea, William Smith Nichols, George Prentice, William		-	51 33 40 61 51	Into and out of the Port of Goole and the waters thereof, and upon any part of the River Humber between the said Port and a certain part of the said River Humber called Hull Roads, and also into and out of the said Roads and upon any part thereof.

MASTERS and MATES to whom Certificates have been granted for the Port of Goole, to pilot the Vessels of which they are respectively the Masters or Mates, under the Act 57 & 58 Vict. c. 60.

Names.	Ages.	Names.	Age	Service for which Licensed.
Aaron, William	37	Jordan, Henry	- 59	
Anderson, William Henry -	43	Kirby, William Herbert	- 29	
Arnold, George	40	Kitwood, Thomas William	- 63	
Atkinson, Edward Peter -	59	Lamming, George William	- 29	
Broadhead, Alma	42	Lumley, Thomas Alfred	43	
Burnitt, John William -	48	Lister, Thomas Bolland	- 44	
Bury, J. M. G	44	Leech, Edward John -	- 35	
Coates, Joseph	53	Mason, William	42	
Cook, William	32	Mapplebeck, Henry -	- 42	Into and out of the Port o
Collier, Tom	35	Maltby, Francis	- 54	Goole and the waters thereof
Clark, W. A	33	Moore, Charles	- 49	and upon any part of th River Humber between th
Cawthorn, James Robert -	47	Prentice, William Albert	- 31	said Port and a certain par
Depledge, John William -	42	Pettitt, Walter	- 26	of the said River Humbe called Hull Roads, and also
Depledge, Thompson Flower	33	Retberg, Fred	- 43	into and out of the said
Denby, William	47	Scott, James	- 46	Roads and upon any par
Eyre, Henry	49	Sherwood, Charles -	- 57	
Foster, Edwin	45	Thorpe, Charles Robinson	-   45	
Farnill, Paul	64	Turgoose, Robert William	- 35	
Fielder, John	60	Tulley, Thomas	- 5l	
Greenwood, Henry	29	Wadsworth, Samuel -	- 58	
Goodwood, Robert	43	Wadsworth, Fred -	- 33	†
Hewson, A. G. L	33	Woodhead, Ernest William	- 40	
Hudson, Charles Henry	44	Woodhead, Robert -	- 56	1

NAMES of PILOTS-Younger Brethren who are Branch Pilots-continued.

MASTERS to whom Certificates have been granted for Gainsborough, to pilot the Vessels of which they are respectively the Masters, under the Act 57 & 58 Vict. c. 60.

Names.	Ages.	Service for which Licensed.
Mason, Tom	39 57	Into and out of Gainsborough and the waters thereof, and upon any part of the River Humber between Gainsborough aforesaid and a certain part of the said River Humber called Hull Roads, and also into and out of the said Roads and upon any part thereof.

PILOTS appointed and licensed for the River Humber, under the Act 2 & 3 Will. 4, c. 105.

Names.	Ages.	Names.	Ages.	Service for which Licensed.	
Ashford, Joseph Blanshard, Walter Skelton - Bond, Robert Bond, John Henry	45 32 48 43 43 35 45 64 42 30 37 52 31 52 58 42 37 44 27 54 38 34 46 55 38 58 28 46	Monday, Richard Henry Megginson, Thomas William Morley, Charles Noble, Christopher Oleson, Edward Pearson, William Pearson, John Pearsot, Fred Rowan, Thomas William Roberts, Edwin Rainforth, Stephen Rain, George Rea, George Alfred Stocks, Frederick Stocks, Thomas Sampson, William Spence, James Thomas Spence, Joseph Smith, William Bonnor Stanford, George William Todd, James Dawson Waddingham, George Wallace, William Henry Wilson, Thomas Henry White, Charles William Ward, Edward Peaker Wilkin, Charles Edwin	30 35 32 28 49 62 57 58 39 41 51 47 58 63 25 43 64 39 43 69 47 53 39 39 36	Into and out of the Port of Kingston-upon-Hull and the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington on the coast of Holderness to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoa called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Douna Nook.	

#### APPRENTICES to the Humber Pilotage Service.

Names.	 Ages.	Names.		Ages.	Names.		Ages.
Bond, Thomas - Brown, Henry - Lazenby, H Pearson, E Stocks, F. C	 19 17 15 17 18	Steels, H Walker, C. H. Linsley, J. B. Heron, F. E Turner, T	-	17 17 16 16 14	Boarding Hands.  Hedgcock, W. G Todd, A. E Ward, A. L.	-	25 27 24

NAMES of PILOTS-Younger Brethren who are Branch Pilots-continued.

Pilors appointed and licensed for the River Humber, under the Acts 2 & 3 Will. 4, c. 105, and 12 & 13 Vict. c. 81.

Names.	Ages.	Service for which Licensed.
Cross, Henry Clark, Edwin Cawcutt, Albert Edward - Edmondson, Thomas Edward - Ives, A. E. B Jackson, George Samuel - Lee, Albert Mawer, William Henry - Rainforth, Fred Stubbs, William Henry - Shores, Thomas Waite - Sykes, John White, George	39 29 41 45 35 40 37	Into and out of the Port of Kingston-upon-Hull and the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire commonly called or known by the name of Donna Nook,

Masters and Mates to whom Certificates have been granted to pilot the Vessels of which they are respectively the Masters or Mates within the limits of the *Humber* Pilots.

	1		•	
NAMES.	Ages.	Names.	Ages.	Service for which Licensed.
Atkinson, Edward Peter	- 59	Dossor, Frederick	63	
	- 37	Dowse, Thomas Dandison -	52	1 1
Arnold, George	-   39	Duncan, John	50	[ ]
21 Hola, 2010 j 01	- 56	Dyer, Thomas William -	36	11
Armstrong, Sydney -	- 34	Denby, William Depledge, Thompson Flower	47 33	
		Depledge, John William -	42	
Benz, Adolph Franz -	- 52			
Bartlett, Robert	- 48	<b>:</b>		Into and out of the Port of
Braham, Alfred	-   43	Eshelby, William Morley -	46	Kingston-upon-Hull and the
Bone, William Lewis -	- 54	Empson, Charles Herbert -	38	Port of Great Grimsby, in
Briggs, William	-   57	Edwards, Joseph	66	the County of Lincoln, and
Byers, George R	-   40	Eyre, Henry	49	upon any part of the River
Butlin, Clarke	- 36		İ	Humber below the said Port
Bray, George Richard Willia	n 43	i		of Kingston-upon-Hull, and
Broadhead, Alma	-   41	Farnill, Paul	64	so far out at sea as to bring
Borrill, George Mark -	-   51	Ferris, Henry George	58	the Northness of Dimlington,
Burnitt, J. W	- 48	Ford, Robert	34	on the coast of Holderness,
Boyle, Francis Benjamin	-   39	Fox, George	34	to bear or be seen a sufficient
Butts, William Thomas	-   46	Ford, Walter	39	distance clear or open of the
Boerhave, Geert	. 41	Foster, Edward	44	land to the southward thereof,
	ł	French, William	56	so as to pass clear of a cer-
		Frank, Alfred	38	tain sand or shoal called the
Cadman, Arthur MacDonald	37			New Sand; and also so far
Campbell, Thomas -	45	la , , ,	٠.	along the coast to the north-
Collier, Joseph William	37	Gordon, Andrew	51	ward thereof as the said
Collier, Jasper Chancellor	. 34	Grant, John	48	Northness of Dimlington, and
Chambers, William Henry	. 57	Greenwood, Henry	29	to the southward thereof as
Cawcutt, Fred	- 39			a certain point or headland
Cowlrick, Charles -	. 37	** 1 1 70:1 1 4 4		on the coast of Lincolnshire,
Cook, William	- 32	Harbord, Richard Arthur -	41	commonly called or known
Crump, Charles	- 52	Hudson, Charles Henry -	44	by the name of Donna
Cockram, C. M. G	. 38	Holdorf, Charles Henry -	33	Nook.
Cherry, George	- 68	Hick, Allanson	43	
Coward, J. W.	40	Higgins, John	54	
Cawthorn, James Robert	• 46	Hewson, A. G. L.	33	
Cotton, William	- 60	Hellyer, Giles	47	
Carmichael, Joseph Andrew	54	Horncastle, F. W	38	IJ
Collier, Tom	· 35	Hayes, John William	41	

#### NAMES of PILOTS-Younger Brethren who are Branch Pilots-continued.

MASTERS and MATES to whom Certificates have been granted to pilot the Vessels of which they are respectively the Masters or Mates within the limits of the *Humber Pilots—continued*.

NAMES.	Ages.	Names.	Ages.	Service for which Licer sed.
Hudson, George William -	52	Parkinson, Joseph	45	`
Harding, Tenuis	38	Pearse, Henry Wallace -	49	
Hayes, Richard	59			
,				
		Rayward, Charles	42	
Jones, William Edward -	39	Rowbottom, Walter Hayden -	31	
ones, Richard Wilson	46	Rowbottom, George	<b>57</b> .	
Jay, James Thomas	62	Rusling, William Everatt -	39	
Jones, Robert Thomas	47	Roach, Robert	59	
Johnson, Edward James -	62 38	Ribbens, Antonie	49	
Toy, George Tohnston, John Alexander -	46			
ohustone, Peter	41	Scarr, George	49	
efferson, Frederick John -	47	Smith, Thomas John	50	
ordan, Henry	57	Samson, James	39	
ohnson, John	39	Swann, Charles	45	
<b>,</b>		Sherwood, Charles	56	
		Sturdy, George Birkett -	42	
Kinjpenza, Justus Gerbardus	39	Soulsby, Frederick Richard -	42	
Cirby, William H	29	Silverwood, Walter	43	Into and out of the Port of
Truismea, Sens	31		1	Kingston-upon-Hull and the
Citwood, Thomas William -	63	l		Port of Great Grimsby, in
King, John	33	Tholander, Oscar	57	the County of Lincoln, and
	i	Thorpe, Henry Octavius -	44	upon any part of the River
umlam Thamas Alfred	1 44	Thorpe, Charles Robinson -	45	Humber below the said Port
umley, Thomas Alfred -	44 48	Turgoose, Robert William -	35 52	of Kingston-upon-Hull, and
awson, Charles	30	Thornbill, Charles Edward - Turnbull, R. C	46	so far out at sea as to bring
eech, Edward John	35	Townsley, John	42	on the coast of Holderness
ister, Thomas Bollands -	44	Tulley, Thomas	51	to bear or be seen a sufficient
amming, G. W	30	Trunian, James William -	36	distance clear or open of the
owden, William	55	Tyrer, Thomas	62	land to the southward thereof
each, George Clark	55			so as to pass clear of a cer-
eighton, Thomas William -	47	Visser, Tys	32	tain sand or shoal called the
		Van Borrendam, Cornelius	"-	New Sand; and also so far
f	40	Johannes	61	along the coast to the north
Asson, William	42 51			ward thereof as the said
Moore, Charles	46	Westcott, Fred	37	Northness of Dimlington and to the southward thereof
Sagee, with the same of the sa	42	Winters, Wilhelm	30	as a certain point or headland
Mellon, George Robert -	40	Wake, George Henry	47	on the coast of Lincolnshire
Iyers, Thomas	34	Wood, John William Henry -	56	commonly called or know
dartin, James	36	Webb, James	62	by the name of Donna Nook
fassam, Robert William -	44	Wadsworth, Samuel	58	'
•	1.	Wadsworth, Fred	33	
		Webster, Reuben Lee	49	
lewlove, Francis	48	Whitton, William	51	
lewton, Edward	40	Watson, A. K	42	l <del>i</del>
Vell, Charles Edward	48	Waterhouse, A. E.	31	
Forfolk, Alfred Edward -	37	Wilkin, John	70 47	
		Williams, Aubrey Wilkinson, William Robert -	40	
verlack, Adolph Wilhelm		Wood, A. G	44	
Carl Edward	60	Wormald, Samuel Holdridge -	45	
Owen, John	68	Woodhead, Robert	56	
•		Woodhead, Thomas Henry -	27	
		Ward, George Edward	38	
Prentice, William Albert -	31	Walker, George	28	<b>i</b>
Peek, Edward Robert	56	1		1
Jannas Caasaa	50		1 1	1 1
Pepper, George Potter, Richard	50	Young, James William -	41	1

H

#### NAMES of PILOTS-Younger Brethren who are Branch Pilots-continued.

Masters and Mates to whom certificates have been granted to pilot the Vessels of which they are respectively the Masters or Mates within the limits of the *Humber* Pilots.

Names.	Ages.	Service for which Licensed.
Rover, Henrich Freeman, William George Vos Frans, Christiaan Elias Schier, Henrich	- 31 - 36 - 27 - 29	Into and out of the Port of Kingston-upon-Hull and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the Southward thereof as a certain point or headland on the coast of Lincolnshire commonly called or known by the name of Donna Nook.

PILOTS appointed and licensed for New Holland, in the County of Lincoln.

Names.	Ages.	Names.	Ages.	Service for which Licensed.
Ashford, Joseph	45	Metcalfe, Edward	28	)
<b>-</b>		Mundey, Edward	58	
Blanshard, Walter Skelton -	32	Marshall, Charles Alexander	42	
Bond, Robert	48	Marshall, Allan Watt	29	
Bond, John Henry	43	Mawer, William Henry -	45	
Brown, John	45	Morley, Charles	32	
Brighty, William	35	Monday, Richard Henry -	30	
Burn, George Cook	43	Megginson, Thomas William	35	·
Cross, Henry	54	Noble, Christopher	28	
Cawcutt, Albert Edward -	29	Oleson, Edward	49	
Duncan, John William -	42	·		
Dukes, William	30	Pudney, John	58	
2 4400, 11 111411		Pearson, John	57	
Edmondson, John Taylor -	87	Parrott, Fred	39	
Edmondson, Thomas Henry -	28	Rea, George Alfred	61	Into and out of New Holland,
Bullondson, Thomas Trong		Roberts, Edwin	56	in the County of Lincoln,
Frazer, Robert William -	52	Rial, George	29	and upon any part of the
riazer, recourt wimam	1 2	Rainforth, Stephen	38	River Humber between New
Gash, Walter Edwin	31	Rainforth, Fred	46	Holland aforesaid and the
Good, Thomas William -	58	Rainforth, Fred	10	Port of Kingston-upon-Hull,
Godfrey, John Samuel	52	Sampson, William	<b>58</b>	and also into and out of
douriey, sonn Samuer -	1 02	Spence, James Thomas -	63	the said Port of Kingston-
Hallatt, Thomas Herbert -	27	Spence, Joseph	25	upon-Hull.
Harrison, Charles Howell -	37	Stanford, George William -	64	
Harrison, Walter	44	Stocks, Frederick	51	1
Harvey, Edward Morey	41	Stocks, Thomas	.17	
Harvey, Edward Morey	71	Smith, William Bonnor -	43	
Ives, Albert Edward Bloom -	39	Stubbs, William Henry -	40	
Ives, Albert Edward Droom -	09	Sykes, John	45	
Jackson, George Samuel -	29	Shores, Thomas Waite -	37	
	38	·		•
· · · · · · · · · · · · · · · · · · ·	53	Todd, James Dawson	39	
Jordan, John William	00	Wallace, William Henry -	<b>59</b>	
Vamidae Tames William	34	Waddingham, George	43	
Kerridge, James William -	0#		47	
Timeralas William	60	Wilson, Thomas Henry - White, Charles William -	53	
Liversedge, William	68   46		51	
Lewis, William Robert -	38	White, George	39	
Lee, William Robert		Ward, Edward Peaker		
Lee, Albert	38	Wilkin, Charles Edwin -	36 j	/

NAMES of PILOTS-Younger Brethren who are Branch Pilots-continued.

MASTERS to whom Certificates have been granted for New Holland, in the County of Lincoln, to pilot the Vessels of which they are respectively the Masters, under the Act 57 & 58 Vict. c. 60.

Names.		Ages.	Service for which Licensed.
Carr, William Cutsforth, George Arthur Drinkall, Wray Leach, George Clark - Rusling, Thomas Taylor, Joseph Wells, Richmond	-	47 38 33 54 50 53	Into and out of New Holland, in the County of Lincoln, and upon any part of the River Humber between New Holland aforesaid and the Port of Kingston-upon-Hull, and also into and out of the said Port of Kingston-upon-Hull.

MASTERS to whom Certificates have been granted for Great Grimsby, in the County of Lincoln, to pilot the Vessels of which they are respectively the Masters, under the Act 57 & 58 Vict. c. 60.

Names.	Ages.	Names. *	Ages.	Service for which Licensed.
Beals, Gorham  Birkwood, Henry  Bacon, Joseph  Coombe, Claude Isaac  Cripsey, Walter Tennant  Cripsey, John Jarmond  Chafer, Alfred J. Havecroft  Guyodo, Clement Marie  Hollingsworth, Joseph  Hicks, Richard  Howell, William  Jackson, Harold Harwood  Jowers, Joseph  Knox, Arthur Samuel	49 43 53 40 51 53 33 44 66 55 56 42 65 43	Miller, Charles Augustus Morris, George Henry Morris, William Arthur Osborn, George - Petterson, John - Petterson, Petter -	- 38 - 48 - 66 - 35 - 38 - 47 - 61 - 38 - 37 - 48 - 36 - 43 - 47 - 40	Into and out of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port, and so far out to sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.

MASTERS to whom a Certificate has been granted for the Port of Kingston-upon-Hull, and for the Port of Great Grimsby, in the County of Lincoln, to pilot the Vessels of which they are respectively the Masters, under the Act 57 & 58 Vict. c. 60.

Names.	Ages.	Service for which Licensed.
Grice, Benjamin John Maltby, Francis	. 55 53	Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber between the said Port of Kingston-upon-Hull and the said Port of Great Grimsby.

#### RATES of PILOTAGE.

See pp. 19, 21, 25, and 36-39 of Parl. Paper, No. 154 of 1889; and pp. 57 and 59 of Parl. Paper, No. 160 of 1894.

## AMOUNT received for PILOTAGE of VESSELS in 1901.

						٠		· <b>P</b>	OR'	r o	F I	HU	LI	<u> </u>	(1.	) I	NW.	AR	DS.	•							_						
	BRITISH VESSELS.										FOREIGN VESSELS.																						
DISTANCES		(	002	s	тк	R S.			OVERSEA					OVERSEA. COAST								T E	R S.			0	V E	R	S B A	TOTALS.			
for which PILOTED.	Vessels Laden. Vessels in			V	Vessels Laden. Vessels in V						Vessels Laden. Vessels					Ves	sels L	els Laden. Vessels in					1										
PILOIED.		1		'		Ball	ust. - nount.	-			·	- ;-	llasi		-	1		!	Balle	nount.			10111		;	Bulla	ount	No.	Amo				
	<del></del>	<del> </del>				<u>                                      </u>		<u>!</u>	<u> </u>						!-	<u>                                      </u>	•	1	1		<u> </u>	<del>.</del>		_	!	 i		-	<u> </u>				
rom the distance at Sca where Donna Nook bears south-west one- third west to the southward of the Sand Haile Buoy to Hawke Roads or Grimsby Roads -	_	-		d.	-	£.	a. d.	3	ŀ	3 2 6				7 6			4. đ. -	-	£.	#. d.	10		. <b>s</b> .		!		s. d			a. d. 19 2			
rom the distance at Sea where Donna Nook bears south-west one- third west to the southward of the Sand Haile Buoy to the Port of Kingston-upon- Hull	116	187	7 4	2	167	224	16 -	648	2,717	7 19 1	15	6 2	56	- 6	9	13	8 D	14	18	8 9	1,214	4,112	1 4	-	273	439	19 9	2,597	7,970	1 8			
rom the westward of the above limits to Spurn High Lighthouse bearing north-east to Hawke Roads or Grimsby Roads	-	-		-	-	  - 	-	-		-		1	-	9 2	-		-	-	-	-	2	] 1	13	1	-	-	-	3		1 3			
rom the westward of the above limits to Spurn High Lighthouse bearing north-east to the Port of Kingston- upon-Hull	-	-		-	-		-	10	34	<b>L</b> 9 (	G .	-		•	-	-	-	-	-	-	6	19	5	-	-		-	16	53	14 6			
rom Grimsby Docks to the Port of Kingston-	-	-		-	-	-		1	1	2 2 .	-	7	14 1	76	-	١.		! -	١.		6	! !	16	6	5	9	10 1	19	40	6 9			
upon-Hull) rom the Hawke Roads, the buoy of the Bur- come or Grimsby Roads, to Whitebooth Roads	-			-	-	-	-	  - 	-	•		1	1	5 -	-	  -	•	-	-	•	-	-		•	-	-		1	1	5 -			
rom the Hawke Roads, the Buoy of the Bur- come or Grimsby Roads, to the Port of Kingston-upon-Hull	-	-		-	-	-	٠	1		3 6 3	3	2	2	4 1	-	-		-		•	2	1	11	3	8	2	13 (	8	11	14 1			
rom Whitebooth Roads to the Port of Kings-ton-upon-Hull	-	-		-	-	   •	-	1	1	l <b>4</b> -	. '	1	- 1	1 -	-	-		-	  -	-	-	-		-	-	   -	-	2	1	15			
rom any Dock or Slip in the Port of Kings- ton-upon-Hull, or at New Holland, to any Dock or Slip in the Port of Kingston-upon- Hull	  - 	-	,		-	-		-			-	.   -  -	,	•	-	-	•	   - 	-	•	-	-		-	-	-	-	-	248	19			
idesworks	! !	<u> </u>		-	_	·	•	<u>  -</u>	<u> </u>		-	· j_			-	<u> </u>		-		•	_	•		•	_	<u> </u>	-		39	8			
TOTAL	116	187	4	3	167	234	16 -	664	2,765	4 -	17	0 3	77	4 9	9	13	8 9	14	18	8 9	1,240	4,169	1	4	288	458	9 8	2,668	8,401	. 13			
				V	esse	ls cl	angin	g at I	Hull fo	or Por	ts an	d P	laces	abo	ve H	all.					mber o	e l			of Pi	lotag	ge .						
A	ultir	nate	por	t of	des	stina	sels Pi tion, to	loted tak	to t	he Por pay fo	t of :	Hul o or	l as l	nave, re Pi	befo	re r	eachin the	g the	er}		338			£. 730	s. 14		-						
<del></del>						•		PO	RT	OF	GI	RII	MS	ВY	·	(1.)	IN	W.A	RI	os.													
om the distance at Sea where Donna Nook bears south-west one- third west to the southward of the Sand Haile Buoy to the I Grimsby Docks	12	11	14	6	152	153	17 11	73	217	7 - ;	3 12	25 ' 1	152 1	7 10	1	 	3 8	3	2	19 7	523	1,358	3 13	-	308	383	2 1	1,197	2,280	2			
om the westward of the above limits to Spurn High Lighthouse bearing north-east to the Grimsby Docks	-	-		-	-	!   ·	-	-	: - 			1	- 1	5 -	-	!  -	-	-	!  -	•	-	  - 		-	-	-	-	1	-	- 15			
rom the Hawke Roads to the Grimsby Docks - } rom the Buoy of the Burcome or Grimsby	-	-		-	-	-	-	-		•	•	-	•	•	-	-	•	-	-	•	2	1	14	6	5	3	8 6	7	•	3			

# AMOUNT received for PILOTAGE of VESSELS in 1901. PORT OF HULL.—(2.) OUTWARDS.

				BE	lIT	ISH	<b>v</b> :	888	BLS.						-	JP C	B	BIGI	v v:	B 8 8	ELS.					
DISTANCES	! 	σ	0 A 8	TB	R 8.			C	VEI	RSE	۸.		Г		001	TE	RE	3.			0 <b>V E</b> I	ssk			то	TALS.
for which PILOTED.	Ves	els L	aden.		essels Ballas		Ve	seels ]	aden.		essel Balla		Ve	essels	Laden	.		mels in	Ve	esele	Laden.		essels Ballas			
	No.	Amo	ount.	No.	Am	ount.	No.	An	ount.	No.	Am	ount.	No.	A	mount.	No	٠.	Amoun	. No	. A	mount.	No.	т		No.	Amount.
From Hawke Roads or (rimsby Roads to the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Haile Buoy	-	£.	e. d.	-	2.	s. d.	2	Ì	. s. d.			s. d.	-	-	2. s. c	ž.		£. s		1	E. s. d.	7	7 1	s. d. 2 -	19	£. s. d. 24 17 -
from the Port of Kings- ton-upon-Hull to the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Halle Buoy -	268	388	14 2	28	30	16 9	403	1,40	874	361	919	18 6	27	1	<b>15</b> 17	_	3	6 9	- 102	8,8	86 10 9	421	950	6 -	2,538	6,976 19 6
From the Port of Kings- ton - upon - Hull to Grimsby Docks )	-	-	•	   -	-	•			7 15 8	12	24	3 8	-	-	-		-	<b>.</b> .		:	10 11 9	70	189 1	8 3	90	175 9 5
From Whitebooth Roads, the Port of Kingston-upon-Hull, to the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads	  - 	-	-	! _	-	-	-	-	-	1	1	1 7	-	•	-	.   -	-		-	-	•	-		•	1	117
From the Port of Kings- ton - upon - Hull to Whitebooth Roads -	-	-	•	-	-	-	1		14.	. -	-		-	-	-	.   -	-		-	-		-	-	-	1	14-
From any Dock or Slip in the Port of Kingston- npon-Hull to any Dock or Slip at New Holland,	-		•	-		•	-	•	•	-	-		-	-	•		-		-	-		-		-	-	25-
Tidesworks	-	-	-	-		-	-	-	•	-		-	-	-	•	-	•		_   -	-	-	-		•	-	130 11 5
TOTAL - • •	268	388	14 2	28	30	16 9	408	1,42	0 19 1	375	946	9 9	27		5 17	-   -	3	6 9	- 103	4 3,5	59 16 6	498	1,090	16 3	2,644	7,812 7 11
			Vo	esels	from	Ports	and	Place	s abov	e Hul	l cha	nging	at H	ull.					ber of	.	Amount	of P	_	•		
An t	ount	paid r pay	by i	such 'wo o	Vesse r moi	els as re Pilo	have	, befo	re read	bing ber c	the	limita seels p	of I	Pilote the	same	ter, to	2}		326			?. <i>s</i> . 81 6				
						P	OR	Т (	)F G	RI	мs	BY.	—( <del>'</del>	2.)	ou	rw.	ΑF	RDS.		,						
From Grimsby Docks to the distance at Sea where Donna Nook bears south-west one- third west to the south- ward of the Sand Haile Buoy	149	176	8 9	16	17	- 6	109	27	9 9 6	3 32	53	1 -	4		4 1	9 .	-		791	1,8	36 18 6	111	179	16 6	1,220	2,546 16 6
From Grimsby Docks to the Buoy of the Bur- come or Grimsby Roads	-	-		-	-	•	-	-	•	-	-	•	-	-	-	.   .	-		.   <u>-</u>		-	3	2	8 –	3	28-
Tidesworks	-	-	•	-	-	-	-	-	-	-	-	•	-	-	•	.   .	-	<i>:</i>	-		. •	-	-	-	-	30 7 6
Тотац	149	176	8 9	16	17	- 6	109	27	9 9 (	32	53	1 -	-	-	4 1	9	- -	-	79	1,8	336 18 6	114	182	4 6	1,223	2,579 12 -
	ــــــــــــــــــــــــــــــــــــــ						<u> </u>							1								_			<u> </u>	

## Corporation of Trinity House of Kingston-upon-Hull-continued.

# GOOLE.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

## (1.)—I N W A R D S.

DISTANCES		BRITISH	VES	SELS.	F	OREIGN		
for which	co	ASTERS.	0.1	VERSEA.	VE	SSELS.	T	) T A L S.
PILOTED.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Hull Roads to Goole -	- 326	£. s. d. 297 1 3	145	£. s. d. 172 7 9	121	£. s. d. 115 - 11	592	£. s. d. 584 9 11
		(2.)—0	UTV	WARDS				•
From Goole to Hull Roads -	- 362	403 12 1	90	104 13 7	134	157 15 9	586	666 1 5

#### WISBECH.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

	BRIT	ISH VESSELS.	FOR	EIGN VESSELS.		TOTALS.
DISTANCES for which PILOTED.	No.	Amount.	No.	Amount.	No.	Amount.
From the Roaring Middle Buoy to the Lower Roads at Sea	7	£. s. d. 10 18 9 60 16 4½	21	£. s. d. 39 83 19 10	28 86	£. s. d. 49 18 9
From the Lower Roads at Sea to Sutton Bridge, otherwise Cross Keys Bridge	22	24 2 -	10	19 19 11	32	44 1 11
From Sutton Bridge, otherwise Cross Keys Bridge, to Wisbech Town	3	1 10 8	-		3	1 10 8
• TOTAL ·	76	97 7 91	73	142 19 9	149	240 7 61
. (2.	)—0	UTWARD	s.			
From the Lower Roads at Sea to the Roaring Middle Buoy	9	12 1 3	39	53 5 -	48	65 6 3
From Wisbech Town to the Lower Roads at Sea -	35	52 3 6	43	65 7 9	78	117 11 3
From Sutton Bridge, otherwise Cross Keys Bridge, to the Lower Roads at Sea	15	13 2 -	10	10 19 -	25	. 24 1 -
From Wisbech Town to Sutton Bridge, otherwise Cross Keys Bridge	1	- 13 4	-	, 	1	- 13 4
TOTAL	60	78 - 1	92	129 11 9	152	207 11 10

#### SPALDING.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

# (1.)—I N W A R D S.

	• • • •	BRITI	SH VESSELS.	FOREIGN VESSELS.		TOTALS.
DISTANCES for which PILOTED.		No.	Amount,	No. Amount.	No,	Amount.
From Welland Setway to Fosdyke Bridge -	-	92	£. s. d. 56 7 10½	£. s. d.	92	£. *. d. 56 7 10½
	(2.)	_o t	TWARI	) S.		
From Fosdyke Bridge to Welland Setway -	-	45	16 6 -	-	45	16 6 -

#### RIVER HUMBER.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### To the Humber and along the East Coast. '

	В	RITISH	V E	SSELS.	FO	REIGN	VE	SSELS.	<b></b>	<b></b>
DISTANCES for which PILOTED.	CO.	ASTERS.	0	VERSEA.	CO	ASTERS.	οV	ERSEA.	10	TALS.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Lynn Deeps to the Humber -	-		-		1	4 12 -	-		1	4 12 -

## FROM THE HUMBER AND ALONG THE EAST COAST.

m		[	70	430				15	89 12 5	85	506 13	Δ.
From the Humber to the Downs	·   -		10	417 1	4	- '		10	09 12 0	00	000 19	3
From the Humber to the Nore	1	4 14 6	3	18 -	-	-		12	87 1 10	16	109 16	4
From the Humber to Yarmouth	-		-	-	•	1	3 18 -	-		1	3 18	-
From the Humber to Sunderland	1	3 18 -	-	<b>.</b> ·	-	1	2 18 6	-		2	6 16	6
From the Humber to Shields -	-		-	-	•	3	7 13 3	_		3	7 13	3
From Sutton to Boston Deeps -	·		1	6 2	6	· -		1	64-	2	12 6	6
From Sutton to Lynn Deeps -	-		2	12 5	-	1	5 <b>12</b> -	2	13 2 6	5	30 19	6
From Skegness to Boston Deeps	-		3	15 1	-	-		6	21 15 -	9	36 16	-
From Skegness to Lynn Deeps	. 1	5 5 -	4	19 1	-	-		-		5	24 6	-
Intermediate distances within the limits above mentioned.	2	5 10 -	21	68 1	3	6	13 2 3	52	140 1 9	81	226 15	3
TOTAL		19 7 6	104	555 12	1	12	33 4 -	88	357 17 6	209	966 1	1
	·			<u> </u>			<del></del>		<del></del>			_

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL-continued.

2 m es 4 11 F	Dr.  To Balance undivided, 31st December 1900:  Por pilotage			31st Dec. 1900.			TOTAL
w a 4 H F	ided, 31st December 1900 :	£. s. d.	£. 5. d.	. 1. d.	દ	•	4
2 For lette To Pilotage, Hull—In 0 II " Odrimsby		1 000		14		. 2	
To Pilotage, Hull—Li 11 " O	ney	9 9 1	1 1 20	3 17 8	Letter money	2 40	- 719
4 Hull—In 11 , 0 7 Grimsby		78		•	r interest, depreciation, and expenses, 15 peroths, vir.:	=	
11 , 0 7 Grimsby				11 10 - 80 13 8	8 per cent, for depreciation	11 12 13 16 18 18 18 18 18 18 18 18 18 18 18 18 18	
7 Grimsby		0 +		:	ta' Commission :		2
_	Ward 2,398 15	•		40 4 40 4 8 7 8 11 8	• • • • • • • • • • • • • • • • • • • •	125 86 11 86 11 86 11 86 11 86 11 86 11 11 10 10 10 10 10 10 10 10 10 10 10	
2,789 14 9 " Outr	Outward 2,619 18	•		1			161 111
748 16 - Goole-Inward		730 14 1		174 16 10	Ly Apprentices:  Balarles and board wages  Wages of time-arnivel annountion	812	
865 14 9 , Outward				221 16 8 2 5 -	Victuals Medical attendance	988 9 8	
817 18 7 TN downson't Table	1	1			168:		4 8 8
TIMESMOLE S		287 16 8 139 16 8			113 13 9 Expenses of boat for Goole look-out 139 2 6 16 10 10 Less,—Half borne by Goole pilots 6 19 10 1		
	1		90.562 8 -		69 10		
				3 31 18	24 18 6 Boat and tug hire	:	
188 6  To Letter money		•	198 10 -	26 24 1 24 10 26 1 20 1	Rail way fares and lodgings Receipt stamps Advising vessels from Goole Pilot fags	1 1 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	
				<b>3</b> 10 -	Fig pole, Grimsby.		130
To Balance undivided & s. d.	To Balance undivided brought down, viz.:  £. s. d.  E. Phisace	,			By Pilots and Cutters' Contributions to the Pilots' Pension Fund		
	Letter money			721 12 11 206 3 8	Pilota	644 6 1 179 7 9	;
				1 29 98	By Mayor's Transvasi War Fund.	-	828 18 10
		01 8 -		05	By Hull Fishermen's Widows and Orphans' Relicf Fund.		
				16,153 12 5	By Pilots and Cutters: Pilots Cutters	14,396 19 6 4,009 11 8	
-				117 10 10 33 11 8	By Pilots and Cutters for Letter Money: Pilots Cutters	98 - 10 27 6 8	11 002,01
							125 7
22,351 4 8		લાં	20,721 9 2	23,351 4 8	by Balance undivided carried down		- 8 10 20.721 9 2

N.B.-The items marked are not provided for as deductions in the Joint Stark Agreement, but are included in this account by axreement with the pilots, and with the approval of the Commissioners.

Year ending 31st Dec. 1900.	INCOME.		Year ending 31st Dec. 1900.	HAUTIUNEUXE.		
£. 4. d. 291 14 5	E. s. d.	7	<b>5. 1.</b> d.	Gr.	£. 1. d.	£. 1. d.
283 19 4	Outward "			Jose - Oberead to Railack Account.	- 17 /16	
₩ 14 8	money	•		For balls a marter's salary 30		
236 16 -	To receipts for pilots' licences		477 1 -	For ballast inspector's salary · · 104		
19 2 11	To fine from pilot	1	47 17 6	By rates and taxes		483 11 -
. 68	To Ballast Account: Finan received on ballast returned 670 tons as ed.		7 18 6	By coals, gas, and firewood	•	9 1
8 1 - 6 13 6				By repairs and renewals of house and office	•	\$2 18 2
276 '8 6 - 10 -	55		184 16 9	By sundries, including printing, stationery, &c.	•	- 01 751
300 17			 	By sufferance rent of chimney ctay	•	
	Lees,—Fince paid lightermen			By solioitors' charges	•	27 1 7
145 10 -	Ballast inspector's salary 104 143 7 6 89 10	10 9		By auditors' fee	•	21 - 12
	To sufferance rent of window light	:	Œ.	By telephone tent, office, and Alexandra Dock	•	91 6 -
8 1 3	To interest on banking account	2 16. 2		By Commissioners' Accumulated Fund:		
96	To Income from Investments of Accumulated Fund: Humber Pilots' Steam Cutter Company, Limited, interest on mortgages, g. s. d. one year on 2,40% at 4 per cent.		! !	Armsecr thereto per agreement of ord October 1335  By Humber Pilots' Pension Fund :	•	 
	<u> </u>		213 17 6	Transfer of balance		110 10 -
	20.					
	age account 55 -		,			
\$1 11 6	Old small boat sold		•			
	28	0			<u>. f</u>	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL-continued.

HUMBER PILOTS' PENSION FUND ACCOUNT for the Year ending 31st December 1901.

	INCOME.			BXPBNDITUBE.	
Year ending 31st Dec. 1900,			Year ending Sist Dec. 1900.		
£. s. d.	Dr.	£. t. d.	£. s. d.	G. 1. d.	<b>*</b> **
	To Pilots and Cutters Contributions (4 per cent. on gross pilotage, 90,8994, 84. 64.);				
721 13 11	Pilota		81 999	By Allowances to superannusted Pilots and Widows:	
306 3 8	Cutters	823 18 10	116 13 6	Widows	628 17 6
<b>38</b> 10	To Hall Trinity House: Proportion of fees for the year 1900	- 82 10 -	11 8 8	By amount of increased contributions returnable to representatives of deceased and retired place, under bye-law 64	74 14 1
13 10 3	To Hall Corporation:  Laterest on loan on deposit 15		621 13 11	By Balance carried down	416
	Inferest on Three per Cent. Beleemable Stock 16 10 10	31			
8 11 8m	To Commissioners' Income and Expenditure Account:  Balanco thereof at 31st December 1901, per account transferred	- 110 10 -			
1,506 14 2		£. 1,017 13 10	. 1,206 14 8	4	1,017 13 10
SQ1 13 11	To Eslance brought down				

4: 1 w 10w 00	7; 4ed . wie		·		
Receipt stamps charged for use in January  To Plotage Account—Balance  To Debta owing by the Commissioners:  Buyerannusted pilote  Filots widows  Grimsby collector, commission on December pilotage  Goole collector  Advising vessels from Goole  Advising vessels from Goole	40 , 010	£. 1. d.	By Debta owing to the Commissioners for Photage and fe. a. Letter Money:	i. d. E. s. d.	4
To Plictage Account—Balance  To Debta owing by the Commissioners:  Buperannused pilots  Pilots widows  Grimsby collector, commission on December pilotage  Advising rescis from Goole  Advising rescis from Goole  Advising rescis from Goole	1 .	63 9 2	Hull	•	
To Pilotage Account—Balance  To Debta owing by the Commissioners:  Buperannuaked pilota  Pilota wilows  Grimaby collector, commission on December pilotage  Advising vessels from Goole ditto - ditto - ditto - ditto		366 5 7	Grimaby 333 9	•	
To Debta owing by the Commissioners:  Superannusted pilota	et 1 et	130 6 3	400te 189 6	6 10 489 19 10	
Pilots widows  Grimsby collector, commission on December pilotage  Grimsby collector ditto - ditto - 1 8 4  Advising vessels from Goole	116	8 9 9	Boatman's wages, Goole look-out	6 13	
Goole collector ditto ditto 1 8 4 Adviang vescis from Goole 1 8 4	_	- 14 -	Ballast	8 1	
9 9 Advising vessels from Goole			Hull Trinity House, proportion of feet, 1900	- 62 10 -	
	4	5 1 7	Accrued interest on Hull Corporation 3 per Ceut.	7 15 5	
Apprentices Victualling Committee:  18 14 - Victualling in December - 18 14	1		Sundries.	1 13 8	K77 19
		- 44	Pilot's licence.		
11 9 3 Increased contribution retains to dies by the payment 44 14 on account) 44 14		1,810 7 8	By cash at bankers	•	1,636 6
		32 6 54	By cash in hands of the clerk	· 	81
10 8 Repairs and renewals to house and office - 10 6 Kationery, printing, &c	•		By Investments of Hunder Pilots' Pension Fund :		
			oration, 1		1 050 1
Wages of time-expired apprentices for December. Bost and tuz hire.	361 13 1	2	•		
tenance Account, "Dracena," as at 31st December		1			
Transfer from "Dracena" Working Account for depreciation, 6 per	1		By Investments of Commissioners' Accumulated Fund:		
oent. on 400/.	2	2,000	Pilot offices and commodore's residence	2,000	
533 18 13 To the Humber Pliots' Pension Fund, as at 31st December 1900   1,055	13 -3	004	"Dracena," pilot outter	- (0)	
831 13 11 Add, -Balance of Income over Expenditure, year 1901, per Account - 314	1,869 14 34		Humber Pilots' Steam Cuttler Company, Limited :		
To Commissioners' Accumulated Fund:	,		Manage "		
4,777 14 104 Balance, 51st December 1900 - 4,827 14 105	707	1,400			
	4,877 14 104	1,000	Ditto - ditto - on "Commander Cawley"   1,000 -	2,400	4,800 -
1112 1118	£. 8,062 17 7	7,782 1 114		<b>લં</b>	8,052 17

**2** 

ACCOUNT of all Monies received by or on behalf of the Sub-Commissioners of Pilotage for the Port of Gools.

RECEIPT	. S.				EXPENDITURE.			
		£.	я.	d.		£.	8.	d.
To gross amount   Inward pilotage		584	9	11	By commission paid to pilot master -	62	10	9
received for - Outward pilotage		666	1	5	By amount of pilotage paid to the undermentioned pilots, viz.:—			
		,			William Sharp	162	15	10
					William Prentice	162	15	10
	ļ				William Drury	162	15	10
	l				William Torr	162	15	10
	İ				George Nichols	162	15	10
					William Lea	162	15	10
					By pilots' railway fares and expenses -	124	2	8
	1				By extra men, assisting ships	6	_	_
	!				By office rent, repairs, rates, &c	5	18	7
	l				By licences	4	10	
•					By boat expenses	66	12	9
					By telegrams, stationery, &c	4	1	7
	£.	1,250	11	4	£.	1,250	11	4

W. J. Bowman, Pilot Master.

ACCOUNT of all Monies received by or on behalf of the Sub-Commissioners of Pilotage for the Port of Wisbech.

	RECEIPTS				_	EXPENDITURE.			
To gross amount received for -	Inward pilotage -	-	£. 240 207	7	d. 6½ 10	Amount of pilotage paid to or retained by the undermentioned pilots, viz. :—	£.	8.	d.
						James Henry Burton, share above Lower Roads Earnings below Lower Roads	8 <b>3</b> 20	<b>3</b> 5	7 <u>1</u> -
	• •		·  •			William Worley, share above Lower Roads Earnings below Lower Roads	83 29	3 15	7
	·					William Carlile, share above Lower Roads - Earnings below Lower Roads -		3 15	7
						Isaiah Pilkington, share above Lower Roads		3 10	
		£.	447	19	41	£.	447	19	41

Jer, Cornish,
Secretary of the Sub-Commissioners of Pilotage, Wisbeeb.

ACCOUNT of all Monies received by or on behalf of the Sub-Commissioners of Pilotage for the Port of Spalding.

RECEIPTS	3.			EXP	E N	DIT	יט ז	RE.			
To gross amount [Inward pilotage - received for -] Outward pilotage	£.	16	7 6	Royce, Joseph - Westmoreland, Adam		-	-	£.	36	6	d. 1111 1112 1013

John Kirkby, Superintendent.

ACCOUNT of all Monies received in respect of PILOTAGE to or from the Humber and along the East Coast.

RECEIPTS.			EXPENDITURE.								
To amount received for pilotage to the Humber and along the East Coast	£. s. 4 12		By amount received and retained by the £. s. d. undermentioned pilots, viz.:—								
To amount received for pilotage from the Humber and along the East Coast	966 1	1	Dines, Alfred								
£.	970 13	1	£. 970 13 1								

Trinity House, Hull, 24 March 1902.

Edw. J. Wilson, Secretary.

ACCOUNT showing the Monies received at the Trinity House, Hull, during the Year 1901, in respect of Fees paid for the Examination of Masters and Mates, and for annual Renewal of Certificates and the like, for the Examination and Renewal of Licences of ordinary Pilots, and the Expenditure of such Monies.

Balance from last account	£			Amount paid to Mr. Hart, clerk to the Humber Pilot Commissioners, to be carried to the account of the Humber pilots' superannuation fund  Amount paid to the account of the pension or superannuation fund for the East Coast pilots  Amount paid to the account of the Goole pilots' superannuation fund		8. 10 6 -	•••
£.	107 1	6	8	£.	107	16	8
Fees for the examination of masters and mates  Fees for the issue of certificates of masters and mates  Fees for the annual renewal of certificates of masters and mates	65 78 1 132 1	5	-	Remuneration paid to or received by wardens, elder brethren, and assistants, in respect of examination of—  (a) Pilots	8 65	<u>-</u>	_
Fees for the examination of ordinary pilots	8	-	-	paration and registration) of—  (a) Licences of pilots  (b) Certificates of masters and mates		_ 10	
Fees for the issue of licences of ordinary pilots	5 1 88 1			(2.) In respect of renewal of—  (a) Licences of pilots -  (b) Certificates of masters and	1	_	-
of ordinary pilots	00 1	U	_	Proportion of commutation for fees Balance	6 160 136		4 8
£.	378 1	15	-	£.	378	15	_

Trinity House, Hull, 10 March 1902.

E. J. Heseltine, Warden's Clerk.

ACCOUNT of all Montes received and expended by the TRINITY HOUSE, Hull, in respect of the Goole PILOTS' SUPERANNUATION FUND.

1 January 1901:	£.	8.	d.	31 December 1901 :	£.	s.	d.
To balance	383	3	11	By one year's retiring allowance to a disabled pilot	5	4	-
31 December 1901 :							
To amount of contribution to the fund made by the Corporation	25	_	-	By balance	435	17	5
To amount of contribution received from the Goole pilots	24	8	6				
To interest	9	9	-				
£.	442	1	5	£.	442	1	5

Trinity House, Hull, 28 February 1902.

E. J. Heseltine, Warden's Clerk.

# ACCOUNT of all Monies received at the Trinity House, Hull, in respect of the Pilots' Pension or Superannuation Fund.

To amount received as contribution to superannuation and pension fund:	Prom pilots 30 6 8  By amount paid for pensions or superannuations:  To pilots (5) 57 To widows (6)				
From pilots	44	5	3		
From other sources	30	6	8	To pilots (5) 57 -	-
To balance	237	9	11	To widows (6) 63	-
				By bank interest 5 13	-
<b>£.</b>	312	1	10	£. 312 1	10

Trinity House, Hull, 28 February 1902.

E. J. Heacltine, Warden's Clerk.

# SCOTLAND.

# PORT OF ABERBROTHWICK, OR ARBROATH.

Pilotage is Compulsory. Limits of District.—See p. 130 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 130 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.				Ages.	Names.	Ages.
1. William Brown -	•	•	-	58	4. Francis Cargill 5. William Davidson	55
2. Alexander White	-	-	-	66	5. William Davidson	52
3. Peter Hood -	•	-	•	68	6. William Brown	49

Note.—No. 1 is chief pilot. Nos. 2 to 6 are ordinary pilots.

# AMOUNT received for PILOTAGE of VESSELS in 1901. INWARDS and OUTWARDS.

				BRIT	rish	VES	SELS.		REIGN SSELS.	T	OTALS.
•			CC	ASTE	RS.	0	VERSEA.	0	VERSEA.		
			No.	Am	ount.	No.	Amount.	No.	Amount.	No.	Amount.
From 2d. to 4d. per ton			163	£. 151	s. d. - 1	4	£. s. d. 19 8 2	12	£. s. d. 34 12 5	179	£. s. d. 205 - 8
At 41d. per ton	-	-	-	-	•	2	2 2 5	3	1 15 7	5	3 18 -
Pilot master's fees -	•	-	-	•	•	-		-		-	13 19 -
TOTAL		:	163	151	<u>- 1</u>	6	21 10 7	15	36 8 -	184	222 7 8

Note.—Only one charge is made at this port for both inward and outward pilotage, and this return includes outward pilotage for the year. The steam tug belonging to the Trustees is employed in the pilotage service to tow vessels when required.

An allowance from the full dues is made in the case of steamers, reducing the pilotage to 3d. per ton.

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.  To gross amount Inward pilotage - Outward pilotage  To amount received from pilot master's fees  Balance at debit of account at 31st  December 1901	208 13	s. 18 9		Cr.  By amount paid in respect of pilots - By amount paid for collector's commission By amount paid for pilot master's fees	304 2	s. 4 12 9	-
£.	320	5	3	£.	320	5	3

19 February 1902.

W. K. Macdonald, Clerk.

#### PORT OF ABERDEEN.

Pilotage is Free. Limits of District.—See p. 132 of Parl. Paper, No. 154 of 1889.

#### BYE-LAWS, &c.

See p. 132 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Alexander Guyan George Walker Alexander Mercs William Masson Alexander Main Alexander Paterson	 0.0	Andrew Walker Alexander Robertson - Alexander Allan James Morrice David Baxter	49 48 68 67 48	Audrew Morrice - James Walker - Alexander Hunter - Robert Walker - James Guyan -	- 59 - 49 - 57 - 31 - 51
Alexander Watson James King - George Noble -	 33	George Walker James Fowler Alexander Guyan	56	S. Alexander Forbes - John Morrice	-   50 -   51

#### RATES of PILOTAGE.

See p. 63 of Parl. Paper, No. 275 of 1895.

AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

DISTANCES for which		RITISH ASTERS.		SELS.	<b> </b> -	OREIGN DASTERS.	1	S S E L S. VERSEA.	TO	TALS.
PILOTED,	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour and Docks.	1,889	£. s. d. 966 8 -	123	£. s. d. 226 10 -	7	£. s. d. 6 5 -	231	£. s. d. 212 7 6	2,250	£. s. d. 1,411 10 6
		(2.	)0	UTW.	A R	D S.				
From Harbour and Docks to Sea.	1,736	770 13 6	34	41 10 -	79	<b>36 6</b> 3	95	57 7 6	1,944	905 17 3

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

	1				Í		
Dr.	£	. s.		Cr.	£	8.	d.
To gross amount (Inward pilotage -	1,41	1 10	6	By amount paid to pilots, the pilot-			
received for - Outward pilotage -	90	5 17	3	age fees being collected by them-			
To amount of fees received from appli-	1			selves	2,317	7	9
cants for masters and mates' certifi-	ĺ				•	-	_
cates	*	5 15	6	<b>i</b>			
To amount of fees received from appli- cants for renewals of masters and							
mates' certificates		3 18	_				
£.	2,31	7	9	£.	2,317	7	9

<sup>\*</sup> The above-mentioned sum of 241.13s.6d., less 121. paid to two retired pilots, is still in the hands of the Commissioners, who have not yet decided as to the mode in which the fees are to be applied. Meantime the amount received is carried to a special account, and interest allowed at the current rate on harbour loans.

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Note.—There is no pilots' superannuation fund, but during the past year the sum of 12l. was voted from the fees received under the Merchant Shipping Act, 1854, on the issue of pilotage certificates to masters of vessels as a donation to two retired pilots.

14 February 1902.

W. Gordon, Clerk.

## PORT OF AYR.

Pilotage is Compulsory. Limits of District.—See p. 172 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.
See p. 65 of Parl. Paper, No. 181 of 1890.

#### NAMES of PILOTS.

N	AMES	•			Ages.	N	AMES				Ages.
John McMillan	•	-	-	•	52	James Brodie	•	•	-	•	44
John Houston	-	•	-	•	46	John Morrison	•	•	•	•	31
Neil Henderson	-	-	-	-	46						

#### RATES of PILOTAGE.

All vessels, coasters and oversea, 40 tons register and upwards, 11d. per ton.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S,

		В	ВI	TISH	V E	SSELS	)		1	FOREIGN	<b>v</b>	ESSELS.		
DISTANCES , for which		COAS	TE	B. S.		OVE	RSE	IA.		OVE	RSE	I.A.	T	OTALS.
PILOTED.		Towed by Steam.	י	lowed by Steam.		Towed by Steam.		owed by Steam.	No	t Towed by Steam.		Towed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Bay to Harbour	1,285	£. s. d. 466 16 8	136	£. e. d. 41 19 10	84	£. s. d. 141 19 9	2	£. s. d. - 18 4	23	£. s. d. 64 13 9	18	£. s. d. 30 7 11	1,518	£. s. d. 746 16 3
				(2.)—	o t	J T W A	A F	D S.				•		
From Harbour to Bay	1,285	466 16 8	136	41 19 10	54	141 19 9	2	- 18 4	23	64 13 9	18	<b>3</b> 0 <b>7</b> 11	1,518	746 16 3

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

		ŀ						
Dr.		£.	8.	d.	Cr.	£.	8.	d.
To gross amount	Inward pilotage -	746	16	3	By amount paid in respect of pilots	504	-	11
received for -	`	746	16	3	By amount paid in respect of pilot boats  By balance expended on mainten-	<b>20</b> ]	11	2
					ance of harbour, &c	969	-	5
	£.	1,493	12	6	£.	1,493	12	6

28 January 1902.

William J. Pollock, Clerk.

#### PORT OF BORROWSTOUNNESS.

Pilotage is Free. Limits of District.—See p. 137 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 137 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.			Ages.	· Names.	Ages.
Charles Anderson Alexander Beaton George Wilson James Beaton, sen.	-	-	51 66 40 56	William Suedden Peter Thomson	43 34 49 50

Note.—These pilots are also licensed by the Trinity House, Leith.

#### RATES of PILOTAGE.

See p. 87 of Parl. Paper, No. 265 of 1900.

AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

				BR	ITI	в н	VE	88	ELS	•						FO.	R E	I G N	<b>V</b> 1	888	ELE	3.			١			
DISTANCES		C	0 A S	TE	RS.			o	VE	RSI	3 A.			o	0 & 8	TE	R S.	•		(	V E	RSI	3 A.		7	TO	TAI	Ξε.
PILOTED.		Tow Steam	ed by n.	1	owed Steam			Tow Steam	ed by	1	owed			Tov Stea	ved by		owe Stes	d by		Tov Stea	red by m.		owe Ster	ed by				
	No.	1	ount.	1	1			1		1			1	ł		1		nount.	1	t				moun		No.	Amo	ont
rom Roads to Harbour or Dook.	78	£. 62	s. d. 17 -	31	£. 4	. d. 2 6	88	£.	s. d. 10 8	-	£.	s. d.	93	£. 71	s. d. 1 8	14	£. 20	. s. d. 8 2	267	£. 247	s. d. 19 10	198	£.	, a.	d.	799	£. 643	4
•								(2	.)—	o t	T	w.	A R	'D	S.													
rom Harbour or Dock to Roads.	93	105	7 8	1	- 10	-	70	88	10 -	-	-	. •	50	84	6 2	1	-	11 4	295	332	8 6	18	11	8 8	-	<b>52</b> 8	574	16

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	8.	d.	Cr.	£.	8.	d.
To gross amount Inward pilotage - ceeived for - Outward pilotage -	642	4	2	By amount paid in respect of pilots - By amount paid in respect of licensed	1,186	12	4
	574	16	8	boatmen By amount paid to North British Rail-	382	13	9
To amount of fees received from applicants for renewals of pilots' licences (8)	_	12	_	way Company as commission on collection of pilotage By amount paid to North British Rail-	40	4	9
To amount received from licensed boatmen	392	10	_	way Company as commission for renewals of licences	_	12	-
£.	1,610	2	10	£.	1,610	2	10

W. F. Jackson, General Manager, North British Railway.

16 May 1902.

# PORT OF BUCKIE (CLUNY).

Pilotage is Compulsory. Limits of District.—See p. 140 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, RULES, and REGULATIONS.

See p. 140 of Parl. Paper, No. 154 of 1889.

NAME of PILOT.

Captain Henry H. Smart - - - aged 41

RATES of PILOTAGE.

See p. 142 of Parl. Paper, No. 154 of 1889

AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

		BRITISH	V E	8 S E L S.	F	OREIGN	VE	SSELS.		
DISTANCES for which	. c	OASTERS.	0	VERSEA.	CC	ASTERS.	О	VERSEA.	T	OTALS.
PILOTED.	No	ot Towed by Steam.	No	t Towed by Steam.	No	ot Towed by Steam.	No	t Towed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Bay Inwards (No distance pilotage.)	- 68	£. s. d.	-	£. s. d.	_	£. s. d.	25	£. s. d. 27 9 1	93	£. s. d 67 9 5
	•	(2.)	, O	UTWAI	R D S	S.				٠,
Outwards to Bay (No distance pilotage.)	- 68	40 - 3	-		-		25	27 9 2	93	67 9 5

8 March 1902.

John Macdonald, Secretary.

## PORT OF BURGHEAD.

Pilotage is Compulsory. Limits of District.—See p. 143 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, REGULATIONS, &c.

See p. 143 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.			Ages.	Names.	Ages.	Names.	Ages.
Lewis M'Lean	-	-	61	John Hendry (" Jockie") -	59	Alexander Richardson -	64
Alexander Jeffrey	•	-	66	Charles Mackay	44	William Hendry	55
John Hendry -	•	•	46	John Mackay	48		

RATES of PILOTAGE.

See p. 144 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

DISTANCES	BR	ITISH V	ES	SELS.	F	REIGN	VE	SSELS.		
for which PILOTED.	cc	ASTERS.	0	VERSEA.	CC	DASTERS.	0.	VERSEA.	то	TALS.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
About half a mile	- 118	£. s. d. 61 19 8½	10	£. s. d.	4	£. s. d. 4 16 10½	11	£. s. d. 12 7 8	178	£. s. d. 92 16 2
		(2.)—O	U 2	r w a r	D S	•		•	'	
bout half a mile	148	61 19 81	10	13 11 11 <u>1</u>	4	4 16 101	11	12 7 8	173	92 16 2

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.  To gross amount   Inward pilotage - received for - Outward pilotage -	92	\$. 16 16	$d. \\ 2\frac{1}{2} \\ 2\frac{1}{2}$	Cr. By amount paid in respect of pilots	£. s. d. 185 12 5
£.	185	12	5	£.	185 12 5

5 February 1902.

Grigor and Young.

#### PORT OF BURNTISLAND.

Pilotage is Free. Limits of District.—See p. 145 of Parl. Paper, No. 154 of 1889.

#### BYE-LAWS and RATES of PILOTAGE, &c.

See p. 145 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.	Ages.	Service for which Licensed.
Robert Stewart Thomas Cairnie David Noble John Pendrick Charles Combe Edward E. Stuart William Masterton Archibald Blair John Brown George Forthingham -	65 37 38 57 36 44 61 45 57	St. Abb's Head to Alloa. St. Abb's Head to Carron Roads. Ditto. ditto. Inchkeith to Carron Roads. Red Head on north to Orfordness on south, including Firth of Forth. St. Abb's Head to Forth Bridge. St. Abb's Head to Alloa. Ditto. ditto. Fifeness and St. Abb's to Alloa. Ditto. ditto.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

		BRI	T I	вн ув	881	L 8.					F O	RBIG	n v	B S S	E L	8.			
DISTANCES		COA	STE	RS.	70	/ERSEA			CO	LS	TER	s.			OVE	rska.		TO	TALS.
for which PILOTED.		Towed by	, 1	owed by		Towed 1	b <b>y</b>		Towed b	y		owed by Steam.	Not	Towed Steam.			owed by Steam.		
	No.	Amount	. No.	Amount.	No.	Amou	nt.	No.	Amoun	L	No.	Amount	No.	Amo	ant.	No.	Amount.	No.	Amount.
From Roads to	42	£. s. d 43 2 -	6	£. s. d. 2 - 6	88	£. :. 95 17	d. 6	18	£. s. 6 15 17	2.	11	£. s. d	573	£. 588	s. d. 2 -	119	£. s. d 64 8 -	857	£. e. d. 813 15 -
		•	·		•	(2.)—	0	บ '	r W A	١.	RI	D S.	•			•		•	•
From Dock to Reads.	42	41 17 -	4	1 7 6	88	84 19	6	18	15 17	-	7	2 19	673	585	5 6	103	56 13 -	835	798 11 <b>6</b>

## ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	8.	d.	Cr.		£.	8.	d.
To balance brought from last account -	1			By amount paid in respect of pilots	•	1,531	13	9
(Inward pilotage -	813	15	_	By amount paid for clerk	•	5	-	-
received for - Outward pilotage	798	11	6	By amount paid for other officers	•	80	15	5
To amount of fees received from appli-	1		-	By balance carried to next account	•	160	18	2
cants for pilots' licences (1) -	-	10	6					
£.	1,778	7	4		£.	1,778	7	4

14 February 1902.

Thomas A. Wallace, Clerk.

#### PORT OF CHARLESTOWN.

Pilotage is Free. Limits of District.—See p. 78 of Parl. Paper, No. 251 of 1891.

#### BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 78 of Parl. Paper, No. 251 of 1891.

#### NAMES of PILOTS.

Name.	Age.	Name.	Age.	Name.	Age.
Joseph Fotheringham -	66	David Edward	54	Alexander Bryce	53

Note.—These pilots are also licensed by the Trinity House, Leith.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)-INWARDS.

			ΒR	ITISH	V R	SSELS.				1	? O I	REIGN	V, I	SSELS	•				
DISTANCES		COA	STE	28.		OVE	rse/	١.		COAS	TE	es.		OVE	rse.	۸.	т	I A T O	28.
for which PILOTED.	Not Towed by Steam. Steam.	owed by Steam.		Towed by Steam.		owed by Steam.		Towed by Steam.		owed by Steam.		Towed by Steam.		owed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amou	in <b>t</b>
From Roads to Harbour	23	£. s. d. 9 - 10	13	£. s. d.		£. s. d.	2	£. s. d. 1 8 10	23	£. s. d. 7 19 6	26	£. s. d.	19	£. s. d.	45	£. t. d. 23 9 4	151	£. s.	, d. 2
	<b>!</b>		ł			l	ı	ļ	ı	R D S.				İ	İ				
From Harbour to Roads	23	10 14 -	7	8 2 8	- 6	4 11 6	-	-· -	1	- 10 6	6	2 4 -	86	45 18 -	23	12 9 6	152	<b>79</b> 10	2

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	8.	d.	Cr.	£.	8.	<i>d</i> .
To gross amount Inward pilotage - ceceived for - Outward pilotage -	65 79	4 10	<b>2</b> 2	By amount paid in respect of pilots - By amount paid to North British Rail- way Company as commission on collection of pilotage	137	9	8
£.	144	14	4	£.	144	14	4

W. F. Jackson, General Manager, North British Railway.

16 May 1902.

#### PORT OF DINGWALL.

There is no pilot now at this port. Few vessels come into the port, which is at the extreme end of the Cromarty Firth, but it is understood that when vessels do come in they are piloted from Invergordon or Cromarty.

# PORT OF DUNDEE.

Pilotage is Free. Limits of District.—See p. 147 of Parl. Paper, No. 154 of 1889.

# BYE-LAWS and RATES of PILOTAGE. See p. 147 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

NAMES	•		Ages.	Names.	Ages.	Names.	Ages:
Peter Lowson - George Keith - John Martin - John Reid -	-	-	63 68 75 58	Johnston Inglis William Dunn William Easson John Mill	 49 53 50 47	Thomas Cunningham Alexander Craig McDonald Cameron James Fettes	- 42 - 44 - 46 - 49

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

# (1.)—I N W A R D S.

DISTANCES	<b>B</b> 1	RIT	S	H	V E S	SE	L S.		F	OR	E I	G 1	N VI	881	ELS		<b>7</b> 7.0	TA1	, g
for which	CO	ASTE	RS.		O'	vers	EA.	•	co	AST	ER	8.	0	VERS	SEA.		10	· I A ]	L <b>5.</b>
	No.	Amo	unt	; <b>.</b>	No.	Am	oun	t.	No.	An	nou	nt.	No.	Am	ount	•	No.	Ame	ount.
		£.	8.	d.		£.	8.	d.		£.	8.	d.		£.	<b>s.</b>	d.		£.	s. d.
From Buoy of Tay to Dundee Docks.	58	218	-	-	78	445	11	10	9	23	8	3	61	246	14 1	10	206	933	14 11
From Buoy of Tay to Dundee		-		-	1	1	17	2	2	6	9	6	30	40	10	5	33	48	17 1
Roads. From Dundee Roads to Dundee Docks.	10	10	19	3	3	4	16	8	-	-		•	-	-	,	-	13	15	15 11
TOTAL	<b>6</b> 8	228	19	3	82	452	5	8	11	29	17	9	91	287	5	3	252	998	7 11
				(2.	)_0	U T	·W	A	R D	s.			-						
From Dundee Docks to Buoy	97	<b>3</b> 80	7	3	29	160	19	.4	34	96	8	2	15	79	4	-	175	716	18 9
of Tay. From Dundee Roads to Buoy	- 1			-	1	_	18	9	5	8	14	3	. –			-	6	9	12 11
of Tay. From Dundee Docks to Dundee Roads.	-	•		•	-	-		-	_	:		-	1	_	- 16	-	1	<b>.</b>	16 –
TOTAL	97	380						-	39	105	2	5	16	80	) –	-	182	727	7 8

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Cr.  To gross amount Inward pilotage received for Outward pilotage  To amount received from other sources: Distance money - Shifting docks, trial trips, &c. Old canvas sold - Interest on bank deposit receipts Return premiums of insurance of cutters  To balance carried to next account	£. s. 998 7 727 7 7 7 7 7 7 7 7 7 9 1 1 1 1 1 1 1 1 1	7 11 7 8 6 6 7 3 7 7	Cr.  By balance brought from last account By amount paid in respect of— Pilots' wages Pilots' bonuses Pilots' provisions Contributions to pilots' pension or superannuation fund Contributions to sinking fund Extra pilotage and petty disbursements Repairs, insurance, coals, &c.  By amount paid for secretary By amount paid for treasurer and assistant By amount paid for harbour master	831 356 179 89 50	18 3 15 -7	7 7 8 4 - 3
£.	1,790 2	2 -	£.	1,790	2	<u> </u>

#### PORT OF DUNDEE-continued.

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.  To balance brought from last account  To amount received as contribution to superannuation and pension fund from pilots  To amount received as interest on loans	1			Cr.  By amount paid for pensions or superannuations:  4 pilots at 7s. 6d. per week for 52 weeks  By balance carried to next account:  Loans to Harbour Trustees	£. 78		d. -
£.	1,488	-	-	£	1,488	-	-

#### SINKING FUND.

Dr.	£. s. d.	$\it Cr.$	£.	s.	d.
To balance brought from last account -	371 - 4	By proportion of accounts for extra repairs to cutter "Tay"	50		
To interest on loans	10 4 9	By balance carried to next account:	30	_	_
To contributions from pilots	50	Loans to harbour Cash in bank	380 1	5	- 1
£.	431 5 1	£.	431	5	<u>-</u>
					_

29 January 1902.

John Malloch, Secretary.

#### PORT OF EYEMOUTH.

Limits of District.—See Section 50 of the Eyemouth Harbour Order, 1882 (Pier and Harbour Orders Confirmation (No. 2) Act, 1882).

#### BYE-LAWS, REGULATIONS, &c.

See Sections 50-56 of above Order.

#### NAMES of PILOTS.

Nam	Es.			Ages.	Names.			Ages.
David Burgon	-	•	-	-	Robert Langlands - James Gillie	-	-	_
John Kerr -	•	•	-		James Gillie	-	-	_
John Lowrie -	-	-	-	_	1			

RATES of PILOTAGE.

See p. 160 of Parl. Paper, No. 251 of 1891.

#### PORT OF EVEMOUTH-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

	В	RITISH	V E	SSELS.		FOR	EIG	N VES	SEI	8.		
DISTANCES	co	ASTERS.	0	VERSEA.		COAS	TERS	3.	O'	VERSEA.	T	OTALS.
for which PILOTED.		Towel by Steam.		Towed by Steam.		t Towed by St am.		owed by Steam.		Towed by Steam.		
···	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount
From Sea to Harbour	11	£. s. d.	1	£. s. d.	-	£. s. d.	-	£. s. d.	12	£. s. d. 6 19 1	24	£. s. d
			(2	2.)—O U	T W	ARDS	<b>3.</b>				-	
From Harbour to Sea -	3	1 10 9	-		-		-		11	8 19 4	14	10 10
ACCOUNT	of a	all Monii	es rec	eived and	exp	ended in r	espe	ct of the l	Pilo	TAGE FUN	D.	
Dr.			,	£. s. d		Cr.					1	E. s. d.
Fo gross amount $\left\{egin{array}{l}  ext{Inwar} \\  ext{received for} & \cdot  ight\}_{ ext{Outwe}}$		otage ilotage		13 17 - 10 10 1		By amoun	t pai	d in respe	et of	pilots -	24	4 7 1

15 January 1902.

John Wood, Clerk.

24 7 1

## PORT OF FRASERBURGH.

Pilotage is Compulsory on all Vessels of 30 tons register and upwards.

Limits of District.—See p. 152 of Parl. Paper, No. 154 of 1889.

REGULATIONS and RATES of PILOTAGE.

See p. 90 of Parl. Paper, No. 212 of 1892.

#### NAMES of PILOTS.

N	AME	з.			Ages.	Nami	ES.			Ages.
Andrew Noble Walter Noble John Noble	-	• •	•	•	42 74 48	Walter Noble, jun. John Noble, jun. William M'Kinnon	•	•	-	44 38 47
Charles Mundie	•	•	•	-	47	George Cruden -	•	-	-	36

#### PORT OF FRASERBURGH—continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

## (1.)—I N W A R D S.

				1	въ	I T	18	H	<b>v</b> 1	881	3 <b>R</b> 1	LS	3.							F	0 1	R 18 1	G	N	V E	88	B	LS.								
DISTANCES		С	0 4	8	T B	R S				(	) <b>V</b> :	R I	R S I	B A					COA	st	E	8.8.				(	0 🗸	BI	381	Α.		_	T	) T	A L 8.	
for which PILOTED.	Not	Tov Stes		bу		owe Stes	d by	,		To:	wed l	by			d b am.				wed b	7		wed tear					wed	l by		owe Ste	d b	y				
	No.	Ar	nou	nt.	No.	At	nou	- nt.	No	An	noun	ıt.	No.	Aı	mot	ınt.	No.	A	moun	N	0.	Am	oun	t.	No.	Aı	mou	nt.	No	A	nou	nt.	No.	A	Bount	
		ı	4.	- 1		i	8.	- 1		£.	<b>.</b> . (	a.		£.		d.		£.	. e. d			£.	e. c	ž. i		£.		đ.		£.	٤.	Ł		£	a. d	,
From two miles Sea- ward to Harbour.	103	36	13	2	224	140	5 6	8	-	-	-		5	6	19	-	-	•	-	3	'	35 1	.7	6 !	8	1	11	-	54	68	4	6	426	289	11 1	)
ı		ı	,		i	i		ŗ		' '	2.1-		O .	' TT	т	w	. А	R	DS	' \	1								ı	I				ı		

From Harbour to two miles Seaward.	98	34 10	2 21	8 13	6 1 <b>5</b>	-	-	<b>.</b> .	.   1	10	13	13	6	3	1	6	4	37	41	5	-	1	9	5 (	5 6	•	58 16	-	433	286	11	•
------------------------------------	----	-------	------	------	--------------	---	---	------------	-------	----	----	----	---	---	---	---	---	----	----	---	---	---	---	-----	-----	---	-------	---	-----	-----	----	---

## ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	T			d.	. Cr. By amount paid in respect of pilots	_	£. 576	٤.	d.
To gross amount	Inward pilotage - Outward pilotage	286 286		6	By amount paid for clerk	•	-	16	<b>4</b>
To amount of fees recants for renewals o	ceived from appli- f pilots' licences (8)	_	16	_					
•	£.	576	19	4	_	£.	576_	19	4

6 February 1901.

Andrew Tarras, Clerk.

# PORT OF GLASGOW,

Pilotage is Compulsory. Limits of District.—See p. 179 of Parl. Paper, No. 154 of 1889.

#### BYE-LAWS.

See p. 95 of Parl. Paper, No. 268 of 1901.

# PORT OF GLASGOW—continued.

#### NAMES of PILOTS.

Names.	 Ages.	Names.	Ages.	Names.		į	Ages.
Peter Arthur - William Arthurs J. C. Bairnson James Black - James T. Braddon Robert Buchan Daniel Cairney John Cameron - Malcolm Campbell William Clinton William Fleck - Edward J. Gemme H. A. Gunson - William Hardie	 48 32 53 60 52 56 58 44 49 30	Alexander Howie - Archibald M. Jackson James Lawson - Dugald McDonald - Alexander McKelvie William McKinlay - Alexander McLellan James Parker - James Patience - William Purves - Alexander Renfrew - John Williamson - William Williamson - Alexander McMillan	 35 46 51 48 52 54 27 56 61 48 47 46 53 67	Alexander Erskine	•		38 47 36 39 41 43 37 41 33 40 37 39 36

#### RATES of PILOTAGE.

See p. 97 of Parl. Paper, No. 268 of 1901.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

					BRI	TIE	н	V E S	SE	L S.				F	OREIGN	T V E	ssels.			
DISTANCES  for which	COAS				TER	8.			C	VE	RSI	ā <b>A.</b>			0 <b>V B</b>	RSE	Δ.	T	TAI	L 8.
PILOTED.	Not Towed by Steam.			owed l			Towe Steam			owed i			Towed by Steam.		owed by Steam.					
	No.	An	noun	t.	No.	Am	ount.	No.	Amo	unt.	No.	Am	ount.	No.	Amount.	No.	Amount.	No.	Amo	ount.
From Greenock to Glasgow -	922	£. 1,471	#.   16	d. 9	80	<b>£</b> . 81	s. d	816	£. 2,391	#. d. 10 11	7	£. 13	#. d. 17 4	453	£. s. d. 918 17 8	18	£. s. d. 84 9 9	2,296	£. 4,911	s. d
						(2	.)	o u	T V	V A	. R	D S.								
From Glasgow to Greenock -	2,124	3,507	· -	5	85	91	18 }1	1,014	8,275	5 9	28	43	8 8	728	1,408 17 6	28	43 12 11	4,002	8,370	4 2

## ABSTRACT of ACCOUNTS for the Year ended 31st December 1901.

#### I.—RIVER PILOTAGE ACCOUNT.

Dr. Amount of pilotage earned during the year	£.		d. 10	Amount paid to pilots during the	£. 11,953 1,328		d. 8 2
£.	13,282	1	10	£.	13,282	1	10

# PORT OF GLASGOW—continued.

# II.—PILOTAGE FUND.

							ACCOUNT.	
Dr.	£.	, <b>s</b> .	d.	£	8.	d.	Cr. £. s. d. £. s.	a
To amount of the fund brought forward from last balance sheet				16,671	18	6	By salaries paid, viz.:— Secretary 40	
To amount trans- £ s. d. ferred from pilot-				•			Treasurer 40 Pilot master, Glasgow - 235	
age account -1,328 4 2  Less — Repaid							Pilot master, Greenock - 60	
W.O. Warden 50 To fees for licences to staff of	1,278	4	2				Collector, Glasgow 30	
river pilots	44	2	-				Collector, Bowling and Renfrew 40	
To fees received for pilotage certificates issued to masters and mates	355	19					Collector, Paisley 5	
To interest received on loans and	000	10					Clerk, pilot office, Glasgow - 35 16 8	
deposits	491	15	10				Auditor's fee 3 3 - 489 8	
To entry money received from new pilots		13	- 7	2,207	14	,	By general charges, viz.:— Rent, furnishing, printing, and stationery, &c., Glas- gow office - 55 9 1	
				2,201	14	•	Furnishing, &c., Greenock office - 25 9 1	
							Receipt stamps 10	
							Advertising 6 8 -	
							National Telephone Com- pany 22 5 11	
							Safe for pilot master's room 19 11 -	_
							By allowances to— Retired pilots 1,013 2 6	1
						i	Widows and children 396 10 -	
							Pilots when on sick list - 7	_
						,	By amount of fund at 31st December 1901,   carried to general balance ; 16,834 9	6
			£	18,879	13	1	£. 18,879 13	1
•		-		1		_		_
				2. Pilo	T	Bo	AT ACCOUNT.	_
Dr.	£.	8.	d.	£	<b>s</b> .	d.	Cr. £. s.	d
To contributions received from masters and mates	230	14	6			•	By balance transferred to general balance - 645 4	-
law passed	76	10	6	154	4	-		
To deposits against contributions	-	-	-	491	_	-		
	,		£.	645	_	-	£. 645 4	-
				III.	F	EF	FUND.	
								_

Dr.	£.	8.	d.	Cr.	£.	s.	d.
To amount of fund brought forward from last balance sheet	1,988	19	9	By amount of fund at 31st December 1901, carried to general balance	2,124	8	_
To fees received during year	95	5	-				
To interest received during year	40	3	3				
<u>£.</u>	2,124	8	-	£.	2,124	8	_
							_

#### PORT OF GLASGOW—continued.

Dr.					£.	8.	d.	Cr.	£.	s.	d.
To pilotage fund :								By investments and assets:—			
General account -	-	•	-	-	16,834	9	6	Pilotage fund:			
Dilat back account		•_	_		645	4		Pilotage unpaid	1,000	11	8
Pilot boat account -	•	•	-	•	1	•	_	Clothing on hand	11	4	8
To fee fund	-	-	-	•	2,124	8	-	Clyde Trustees, lodged on bond -	15,200	-	-
								Cash in Clydesdale Bank on deposit receipt—			
					i			General account	576	10	6
								Pilot boat account	645	4	_
					;			On current account	45	19	7
•					1			Cash in treasurer's hands	-	3	1
								By fee fund :			
								Clyde Trustees, lodged on bond Cash in Clydesdale Bank :	1,350	-	
								On deposit receipt	187	1	. 6
								On current account	587	6	6
				_	19,604	_		£.	19,604		

# PORT OF GRANGEMOUTH.

Pilotage is Free. Limits of District.—See p. 156 of Parl. Paper, No. 212 of 1892.

# BYE-LAWS and RATES of PILOTAGE.

See p. 156 of Parl. Paper, No. 212 of 1892.

# NAMES of PILOTS.

Names.		Ages.	Service for which Licensed.
Alexander Aitken  John Bell  William Boyd  W. S. Bruce  James Carnie Combe  Thomas Combe  Andrew Dollar  Charles Donald  Alexander Donaldson  Robert Hardie  Benjamin Blyth James  Thomas Jamieson  George M'Laren  John M'Luckie  Robert M'Luckie  William M'Nair  William Potts  Thomas Robertson	•	58 65 53 43 57 49 44 34 58 62 63 54 37 49 48 48 39 60	Docks. basins, locks, cuts, entrances, quays, and other works belonging to and authorised to be constructed by the Caledonian Railway Company at Grangemouth, together with the portion of the River Carron specified in the Caledonian Railway (Grangemouth Harbour) Act, 1876, and the banks thereof, and the portion of the River Forth opposite the junction of the River Carron therewith, and extending for a distance of half a mile westward, and two miles eastward, from such junction.  are partly under the control of the Trinity House, Leith.

#### PORT OF GRANGEMOUTH-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)-INWARDS.

DISTANCES	-	RITIS OASTER	V E S	SEI VERS		•		ORE OASTI		T	88E VERS		T	O <b>T A</b> 1	L <b>8.</b>		
for which	Sail	ling Vess	els.	Ste	am Ve	esse	ls.	Sai	ling V	essels.	Ste	am V	essels.		<del>,</del>		
	No.	Amou	nt.	No.	Am	our	ıt.	No.	Amo	ount.	No.	Am	ount.	No.	Am	oun	ŧ.
		£. s.	d.		£.	<b>s</b> .	d.		£.	s. d.		£.	<b>8.</b> (		£.	<b>e.</b>	d.
Within Limits	2			683	552	5	6	94	102	9 6	832	780	10 9	1,611	1,387	10	9
Outside Limits	-	-	-	†142	83	ļ	6	†1	_	10 -	†332	235	18 -	†475	319	9	6
TOTAL	2	2 5	-	825	635	7	-	95	102	19 6	1164	966	8 9	2,086	1,707	-	3
				(2.)-	-0 U	T	w	ΑR	DS.								
Within Limits • • -	1	2 12	-	702	572	19	6	95	109	14 2	824	715	1 8	1,622	1,400	6	1
Outside Limits	-	•	-	†161	101	9	9	†1	-	10 -	†484	385	6 9	†646	487	6	(
TOTAL		2 19	-	863	674	9	3	96	110	4 2	1308	1.100	8 -	2,268	1.887	13	-

N.B.—The figures shown thus † are included in those immediately above.

Note.—Pilots licensed by other pilotage authorities, and who have piloted vessels outside and up to these Limits, do not make their returns to this company.

In no case is there more than one pilot employed within the Limits for same vessel.

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	s.	d.	Cr.		£.	8.	d.
To balance brought from last account -	1	14	6	By amount paid in respect of pilots	-	3,594	13	8
To gross amount Inward pilotage - received for - Outward pilotage -	1,707 1,887	- 13	3 5	By amount paid for stationery -  By balance carried to next account -	-	1	7 17	<b>4</b> 8
To amount of fees received from applicants for pilots' licences (2)	-	5	_	by same our to a sour account				
To amount of fees received from applicants for renewals of pilots' licences (17)	1	5	6			1		
£.	3,597	18	8		£.	3,597	18	8

Note. -The charges for pilotage are collected by the pilots direct from the master or shipowner, and the pilots retain these amounts.

24 January 1902.

J. Blackburn, Secretary.

# PORT OF GREENOCK.

Pilotage is Free. Limits of District.—See p. 184 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 184 of Parl. Paper, No. 154 of 1889.

#### PORT OF GREENOCK-continued.

#### NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages.
Peter Currie James Gordon Alexander L. Kerr -	- 61 - 48 - 49	Malcolm M'Allister Thomas M'Gibbon John M'Millan	 51 41 31	Robert Munn Archibald G. Walker	60 49

# AMOUNT received for PILOTAGE of VESSELS in 1901.

## (1.)—I N W A R D S.

					` ′												_			
	В	RIT	18	н	V E	881	C L	8.	F	o r	E I	G N	1 V	ESS	E	LS.		•		
DISTANCES	OVERSEA.										C	) V E	RSI	CA.			T	ТА	LE	3.
for which PILOTED.	No	Not Towed by Steam.				Towed Stea		•	Not Towed by Steam.					Towe		у				
	No.	Am	oun	t.	No.	Ar	nou	nt.	No.	Aı	mou	nt.	No.	A	mou	nt.	No.	Am	oun	t.
From any place between the Cloch Lights and Dunoon Pier to Greenock or Port Glasgow.	57	£. 133	s. 14		53	1	s. 13				. <i>s</i> . 13	d. 4	39	1 -	. <i>8.</i>	. <b>d.</b> 3	182	£. 366		
				(	(2.)—	•0 U	T	w	A R	D S	3.		•	•			-	•		
From Greenock or Port Glasgow to Cumbrae.	78	385	2	5	2	24	2	8	21	73	10	-	1	6	-	-	102	488	15	1
From Greenock or Port Glasgow to a line drawn between the Cloch Lights and Dunoon Pier, or to any intermediate	33	94	_	8	48	103	9	1	22	48	6	9	18	33	18	8	. 121	279	lõ	2
place. Total	111	479	3	1	50	127	11	9	43	121	16	9	19	39	18	8	223	768	0	3

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

	i			1		T		
Dr.	£.	8.	d.	Cr.		£.	<b>s.</b>	d.
To gross amount Inward pilotage	366	1		By amount paid in respect of pilots	•	1,134	11	8
received for - Outward pilotage -	768	10	3	By amount paid for secretary -	•	2		-
To amount of fees received from applicants for renewals of pilots' licences (8)	2	_	-					
£.	1,136	11	8		£.	1,136	11	8

4 February 1902.

Thomas Wilson, Clerk.

#### PORT OF INVERNESS.

Pilotage is Free. Limits of District.—Sec p. 188 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

Sce p. 75 of Parl. Paper, No. 181 of 1890.

#### NAMES of PILOTS.

On board pilot cutter "Vanguard":-

Alexander Paterson, sen. John Paterson. Roderick Paterson.

Donald Paterson.

Alexander Paterson, jun.

Robert Paterson.

On board pilot cutter "Surprise":-

John Paterson.
James Paterson.
John Paterson.

William Paterson. Evan Paterson.

RATES of PILOTAGE.

See p. 76 of Parl. Paper, No. 181 of 1890.

AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

	BRI	TISH VESSELS.	FORE	IGN VESSELS.		
DISTANCES  for which PILOTED.		COASTERS.  Towed by Steam.		OVERSEA.		TOTALS.
FILOTED.	No.	Amount.	No.	Amount.	No.	Amount.
Within Limits		£. s. d. 152 16 -	-	£. s. d. 36 4 -	-	£. s. d.
	(2.)	(2.)—O U T W A R				
Within Limits	-	152 16 -	-	36 4 -	-	189

## ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.  To gross amount   Inward pilotage received for - Outward pilotage	-	£. 189 189		d. -	Cr.  By amount paid in respect of pilots -	£. 378	s. 	d. -
	£.	378	-	_	£.	378	_	

21 March 1902.

Kenneth MacDonald, Clerk.

#### PORT OF IRVINE.

Pilotage is Compulsory. Limits of District.—See p. 185 of Parl. Paper, No. 154 of 1889.

BYELAWS, &c.

See p. 185 of Parl. Paper, No. 154 of 1889.

#### PORT OF IRVINE-continued.

#### NAMES of PILOTS.

Names.				Ages.	Names. Ages.
Duncan MacCallum	•	•	•	70	James Jaffrey 55
William Waddell - John McDougall -	•	•	•	37	Alexander McMurtrie 56
John McDougall	•	•	-	85	John Murray 54
William McMurtrie	<del>.</del>			47	oun munay 07

#### RATES of PILOTAGE.

See p. 185 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

	1	BRITISH	VE	SSELS.	F	OREIGN	VE	SSELS.				
DISTANCES	C	DASTERS.	0	VERSEA.	CC	DASTERS.	o	VERSEA.	TOTAL S.			
PILOTED.	Tow	ed by Steam.	Tow	ed by Steam.	Tow	ed by Steam.	Tow	ed by Steam.				
· · · · · · · · · · · · · · · · · · ·	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
rom Sea to Harbour	906	£. e. d. 215 15 5	3	£. s. d. 5 14 3	5	£. s. d. 3 2 11	10	£. s. d. 7 9 10	924	£. s. d. 232 2 5		
		(2.	)(	UTWA	RI	s.						
rom Harbour to Sea	892	209 4 61	17	12 5 11	7	5 16 8	8	4 16 1	924	232 2		

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.		£.	8.	d.	Cr.	£.	8.	d.
	Inward pilotage -		2	5	By balance brought from last account	241	7	71
received for	Outward pilotage -	232	2	5	By amount paid in respect of pilots -	402	11	11
To balance against		259	14	81	By amount paid in respect of pilot boats	80	_	_
	<b>£.</b>	723	19	61	£.	723	19	61/2

24 January 1902.

James Dickie, Secretary

#### PORT OF KIRKCALDY.

Pilotage is Free. Limits of District.—See p. 155 of Parl. Paper, No. 154 of 1889.

#### BYE-LAWS and RATES of PILOTAGE.

See p. 155 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Name.	Age.	Name.	Age.	Name.	Age.
John Lawson	70	William Page	65	John Clark	44

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

## (1.)—I N W A R D S.

				ВІ	lIT	18 B		188	ELS	•			FOREIGN VESSELS															
DISTANCES		O	0 & 8	TE	R 8.			(	VE	RSRA.			COASTERS.						OVERSEA.							TOTALS.		
for which		Tow Steam			Fowed by Steam.		Not Towed by Steam.				Towed by Steam.			Not Towed by Steam.			owed Steaz			red b	Towed by Steam.							
	No.	Amo	ouns.	No.	Am	ount.	No.	An	ount.	No.	Amou	ınt.	No.	Am	onnt.	No.	Am	ount.	No.	An	ount	No.	Az	noun	٠,	No.	Amor	int.
Frem Roads to Harbour	40	£. 25	s. d. 5 6	5	£.	s. d. 15 -	2	£. s. d.		-	£. s. d.		26	£. 16	s. d. 4 6	13	£.	s. d. 9 6	6	£.	s. d	4	8	 5	d.	95	£.	. d. 1 -
;			(2.)—O UTWARDS.																									
From Harbour to Roads	-	-	-	-			-		_	-	_		-		_	-		-	-		_	-		- -	1	-		

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£. s. d.		£. s. d.
To gross amount received for inward pilotage	62 4 -	By amount paid in respect of pilots -	62 4 -

18 January 1902.

William Millie Dow, Clerk.

# TRINITY HOUSE OF LEITH.

Pilotage is Free. Limits of District.—See p. 174 of Parl. Paper, No. 154 of 1889.

# BYE-LAWS and RATES of PILOTAGE.

See p. 174 of Parl. Paper, No. 154 of 1889; p. 89 of Parl. Paper, No. 263 of 1893; and p. 93 of Parl. Paper, No. 160 of 1894.

#### NAMES of PILOTS.

NAMES OF PIL	ots.			Age on last Birthday.	Service for which Licensed or Authorised to act.
Allan, James		•		68	Inchkeith to Allos.
Anderson, Charles -	-	-	-	55	Inchkeith to Carron Roads.
Aitken, Alexander -	•	-	-	58	Inchkeith to Alloa.
Beaton, Alexander -	-	-	-	64	Fifeness and Redhead to Alloa.
Beaton, James, sen	-	-	-	56	ditto ditto.
Beaton, James, jun	-	•	-	44	Inchkeith to Allos.
Bryce, Alexander -	-	•	•	53	ditto.
Brown, John	•	-	-	58	Fifeness and St. Abb's Head to Alloa.
Blair, Archibald -	•	•	-	45	ditto ditto.
Bruce, Archibald -	•	•	•	66	Leith Roads to Alloa.
Brown, James	•	•	•	58	Point of Ayre, Cape Wrath, Duncansby Head to St. Abb's Head.
Boyd, William	-	•	•	52	Inchkeith to Alloa.
Bruce, William S	-	•	<b>.</b>	42	ditto.
Carnie (Main), James	•	•	·	51	Fifeness and St. Abb's Head to Alloa.
Carnie, Ebenezer -	-	-	-	48	ditto ditto.
Carnie (Combe), James	•	-	•	59	Redhead and St. Abb's Head to Alloa.
Combe (Nicol), Thomas	-			49	- ditto - ditto.
Cairns, Robert	-	-	-	67	Kinghorn to Buckhaven.
Chatting, William Cade	-	•	-	47	Carron Roads to Point of Ayre and Orfordness.
Carnie (Combe), Thomas	-	•	-	33	Carron Roads to St. Abb's Head and North Carr.
Carnie (Finlay), Thomas		- '	-	37	ditto ditto.
Combe, Charles	•	•	-	36	Alloa to Fifeness and Redhead to Orfordness.
Combe, James	-	-	-	28	Alloa to Fifeness and St. Abb's Head.
Colley, John A	-	-	-	39	Carron Roads to Orfordness and Cape Wrath.
Combe, David	-	-	-	26	Carron Roads to Fifeness and St. Abb's Head.
Copeman, Thomas -	-	•	•	32	Alloa to Fifeness and St. Abb's Head.
Dryburgh, Thomas -	-	-	-	56	Redhead and St. Abb's Head to Allos.
Dryburgh, James -	-	-	-	41	Fifeness and St. Abb's Head to Alloa.
Dryburgh, David -	-	•	-	37	Fifeness and St. Abb's Head to Alloa, and Redhead to Orfordness.
Donaldson, Alexander	-	-	-	58	Inchkeith to Alloa.
Dick, Robert	-	•	•	52	Fifeness and St. Abb's Head to Alloa.
Donald, Charles -	•	•	-	34	Inchkeith to Allos.
Dollar, Andrew -	-	•	-	44	ditto.
Edward, David -	•	-	•	53	Inchkeith to Alloa.

## TRINITY HOUSE OF LEITH—continued.

# NAMES of PILOTS—continued.

NAMES OF PI	LOTS.			Age on last Birthday.	Service for which Licensed or Authorised to act.
Flucker, John	•	-	-	48	Fifeness and St. Abb's Head to Allos.
Fotheringham, Joseph		-	-	66	Inchkeith to Alloa.
Fotheringham, George	•	•	-	53	Fifeness and St. Abb's Head to Alloa.
Finnie, Samuel		-	-	43	Roadstead and Harbour of West Wemyss.
Forbes, Stewart -	•	-	-	47	Dundee to Perth.
Gilmour, Andrew -	-	-	-	51	Inchkeith to Carron Roads.
Gilmour, John	•	-	-	50	Inchkeith to St. David's.
Grubb, John	•	•	-	38	Fifeness and St. Abb's Head to St. Margaret's Hope.
Gordon, James	•	•	-	49	Point of Ayre, Minch, Cape Wrath, Duncausby Hest to St. Abb's Head.
Gilmour, Andrew, jun.	-	•	- (	27	Inchkeith to Alloa.
Gray, John	•	-		34	ditto.
Gibb, John	-	-	-	39	ditto.
Gilbert, Edward R	•	-	-	50	ditto.
Hume, Robert	-	•	-	55	Redhead and St. Abb's Head to Allos.
Hume, Thomas	-	-	-	46	Alloa to Redhead and the Tyne.
Hamilton, Robert -	-	-	-	49	Inchkeith to Alloa.
Hardie, Robert	-	•	-	62	ditto.
Hay, George	•	•	-	50	Dundee to Newbury and Perth.
Hutton, James	-	•	-	33	Inchkeith to Alloa.
Harrower, John -	-	•	-	29	ditto.
Irvine, James	•	•	-	71	Duncansby Head, Cape Wrath, and Orkney as Shetland Isles.
Jamieson, Thomas		-		53	Leith Roads to Alloa.
James, Benjamin B		•	-	63	Alloa to St. Abb's Head and Orfordness.
Jackson, Archibald M.	•	•	•	46	Point of Ayre, Minch, Pentland Firth to St. Abb. Head.
Lyle (Wilson), Robert	-	-		49	Redhead and St. Abb's Head to Alloa.
Liston, William -	•	-	-	51	Fifeness and St. Abb's Head to Alloa.
Liston, John	-	•	•	49	Redhead and St. Abb's Head to Alloa.
Logan, William -	•	•	-	31	ditto ditto.
Masterton, William -	-	-	•	60	Fifeness and St. Abb's Head to Alloa.
Mearns, William -	•	-	-	58	Buoy of Tay to Duncansby Head and Orfordness.
Munro, Francis W	-	-	•	59	Tarbertness to Bonarbridge.
Murray, William -	-	•	•	43	Fifeness and St. Abb's Head to Allos.
Main, William, jun	-	•	-	33	Fifeness and St. Abb's Head to Carron Roads.
Moodie, Alexander -	-	•	•	44	Crail, Bass Rock to Alloa.
Main, James McC	-	•	-	44	Leith Roads to Cape Wrath and Orfordness.
McNair, William -	•	•	•	46	Leith Roads to Allos.
McLuckie, Robert -	-		•	48	Inchkeith to Alloa.
McLuckie, John -	-	•	-	50	-Fifeness and St. Abb's Head to Alloa.
McMillan, John -	-	-	-	32	Point of Ayre, Rathlin, Mull of Cantyre to Cumbrae
McLaren, George -	-	-	-	38	Fifeness and St. Abb's Head to Carron Roads.
McMillan, Daniel -	-	•	:	42	Point of Ayre, Minches, Pentland Firth to St. Abl Head.

# TRINITY HOUSE OF LEITH-continued.

## NAMES of PILOTS-continued.

NAMES OF PIL	ots.			Age on last Birthday.	Service for which Licensed or Authorised to act.
Neils, Edward	•	•	-	61	Fifeness and St. Abb's Head to Carron Roads.
Noble, Robert	-	-	-	57	Alloa to Aberdeen and Hartlepool.
Noble, William -	-	-	-	46	Redhead and St. Abb's Head to Alloa.
Noble, David	•	-	-	37	Fifeness and St. Abb's Head to Carron Roads.
Proudfoot, David -	•	•	-	66	Redhead and St. Abb's Head to Alloa.
Paterson, Thomas -	-	-	-	61	ditto ditto.
Paterson (Flucker), Willia	am	-	·-	46	ditto ditto.
Paterson, Robert, jun.	-	•	-	47	Fifeness and St. Abb's Head to Alloa.
Paterson (Combe), Robert	-	•	·-	48	Redhead and St. Abb's Head to Alloa.
Paterson (Murray), Willia	m	•	-	41	Fifeness and St. Abb's Head to Alloa.
Pendrick, John	•-	•	-	57	Inchkeith to Carron Roads.
Paterson, George -	•	-	-	49	Redhead and St. Abb's Head to Alloa.
Potts, William	-	-	-	39	Inchkeith to Alloa.
Purves, William -	•	•	-	48	Point of Ayre, Minch, Cape Wrath, Duncansby Head to Hartlepool.
Proudfoot, David, jun.	-	-	-	36	Alloa to Buchanness and Flamboro' Head.
Philip, John	•	•	-	47	Fifeness and St. Abb's Head to Carron Roads.
Rutherford, Adam -	_	_		42	Fifeness and St. Abb's Head to Alloa.
Robertson, Thomas -	_	_		62	Alloa to Cape Wrath and Orfordness.
isoborson, Inomas	-	_	-	02	A the to Cape Wilder and Officialises.
Stewart, Robert -	-	_	_	65	Fifeness and St. Abb's Head to Alloa.
Smith, John	-	-	-	47	Fifeness and St. Abb's Head to Carron Roads.
Sturrock, Charles -				73	Dundee to Perth.
Sneddon, William -	_			35	Inchkeith to Allos.
Starkey, John	-	•	_	32	ditto.
Stuart, Edward J	_	-	_	42	Fifeness and St. Abb's Head to Forth Bridge.
Symon, William -	_	-	_	60	Alloa to Cape Wrath and Orfordness.
Sugden, James T	-	-	-	27	Fifeness and St. Abb's Head to Carron Roads.
Thomson, William -	-	•		65	Harbour and Roadstead of Morrisonshaven.
Thomson, Peter -	_	•	-	48	Inchkeith to Allos.
Thomson, Robert W	-		-	43	Kincardine to Fifeness and Orfordness.
Todd, John	-	•	-	50	Dundee to Perth, and Buoy of Tay to Montrose and Fifeness.
Tait, Albert G	_	_		31	Fifeness and St. Abb's Head to Alloa.
Thomson, John -	•	-		39	ditto ditto.
1171 to Y				40	Fifeness and St. Abb's Head to Alloa.
White, James	•	•	-	48	Redhead and St. Abb's Head to Grangemouth,
Wilson (Young), John	•	, <b>-</b>	•	68	Redhead and St. Abb's Head to Alloa.
Wilson (Linton), Thomas		•	-	68	Redhead and St. Abb's Head to Grangemouth.
Wilson (Johnston), John		•	-	50 50	Redhead and St. Abb's Head to Grangemouth.
Wilson (Ramsay), Robert	-	•	-	52	Redhead and St. Abb's Head to Carron Roads.
Wilson, Andrew -	-	•	•	<b>4</b> 5	Inchkeith to Alloa.
Wilson, George -	•	•	-	51 50	St. Abb's Head and Fifeness to Alloa.
White, William -	•	•	-	50 50	
Wyles, Thomas	•	. <b>-</b>	-	52	St. Abb's Head and Fifeness to Carron Roads.
Walker, Archibald E.	-	. •	-	51	Point of Ayre, Minch, Pentland Firth to St. Abb's Head.
Wales, Downie -	-	•	-	41	Fifeness and St. Abb's Head to Alloa.
Webster, William -	-	-	-	42	Harbour of Ardrossan.
•			- 1	48	Alloa to Fifeness and Orfordness.

#### TRINITY HOUSE OF LEITH—continued.

# AMOUNT received for PILOTAGE of VESSELS in 1901.

# (1.)—IN WARDS.

•		BRITISH	VESS	ELS.	FOREIGN VESSELS.									
DISTANCES.		OVE	RSEA.		OVERSEA.									
PILOTED.	Tow	ed by Steam.	Not To	wed by Steam.	Tow	ed by Steam.	Not To	wed by Steam						
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.						
		£. s. d.	1	£. s. d.		£. s. d.		£. 1. d.						
Allos, Clackmannan, &c.	. 1	15-	- is	25 15 3	7	13 10 -	50	117 10 -						
Bo'ness Roads	-   -		17	. 42 13 6	2	8 13 3	85	151 14 -						
Burntisland Roads	·		1	1 16 9	<b>-</b>		16	31 1 -						
harlestown and Limekilns	-   -		24	14 19 7	3	<b>š</b> 15 10	87	42 13 3						
Carron Roads -	-		115	162 2 6	8	966	323	638,11. 9						
Oysart	. 9	4 2 6	7	3 8 6	11	4 17 -	104	46 3 6						
Franton	-   -		26	62 9 1	1	6 2 -	73	120 12 -						
Freenock and Cumbraes -	.   _	-	2	30	_	_	-	_						
Leith Roads	- 5	23 2 -	45	142 1 8	9	18 10 8	148	267 3 6						
erwick			1 1	2	- 1		8	7						
Methil Roads	-   -	• -	- 1		-		7	27 16 6						
Perth and Newburgh	- 1	1	56	41 6 6	18	19 5 -	1	- H -						
Prestonpans and Morrisons haven.	-   -	• •"	74	30 11 -	-	• •	79-	29 11 6						
st. David's and Inverkeithing		- •	5	2 11 6	2	- 16 6	32	16 - 6						
West Wemyss		• •	13	5 8 1	_	• •	247	101 13 5						
TOTAL	- 16	29 9 6	404	567 3 11	61	84 16 9	1,260	1,598 1 11						

# (2.)—O U T W A R D S.

							١ ،	•
Alloa, Clackmannan, &c	-		28	41 12 6	3	3	83	153 3 8
Bo'ness Roads	- ]		57	82 8 6	-		163	193 17 🔟
Burntisland Roads	-	- :	-		-		3	8 18 9
Charlestown and Limekilns -	-		23	10 10 2	2	1 2 11	88	43 7 -
Carron Roads	1	3 1 -	107	163 17 -	16	26 6 -	273	581 18 3
Dysart	9	4 2 6	7	3 8 6	11	4 17 -	104	<b>46 3</b> 6
Granton	-		21	45 15 4	-		60	86 6 1
Greenock and Cumbraes	-		14	161 4 9	-		6	44 8 10
Leith Roads	1	. 5 5 -	.25	63 5 6	1	2 13 6	109	165 3 11
Lerwick	- 1		1	2	-		8	7
Methil Roads	_ :	· <b>—</b>	-	<b>-</b> ·	-	_	-	_
Perth and Newburgh	-		56	41 17 6	8	7 1 -	2	2 11 -
Prestonpans and Morrisons- haven.	-		74	30 11 -		• •	78	27 9 6
St. David's and Inverkeithing -	_		4	286	-		31	18 18 -
West Wemyss	-		13	5 8 1	-	· -	247	101 18 5
TOTAL	11	12 8 6	430	654 7 4	41	45 - 5	1,255	1,430 13 6

#### ... TRINITY HOUSE OF LEITH-continued.

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

received for - Outward pilotage -	£. 2,279 2,142		1	Cr.  By adverse balance on last account -  By amount paid in respect of pilots -	£. 329 4,422		
To amount of fees received from applicants for pilots' licences	128 351	2 12	-	By amount paid for salaries, offices, &c., estimated at -	150	-	•
<b>£.</b>	4,901	15	10	£.	4,901	15	10

30 June 1902.

George Rose, Master.

# HARBOUR AND DOCKS OF LEITH.

Pilotage is Free. Limits of District.—See p. 156 of Parl. Paper, No. 154 of 1889.

## BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 156 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.		Ages.	Names.	Ages.	Names.	Ages.
Ebenezer Cairnie -	•	48	John Liston	49	David Robertson	<b>67</b>
James Cairnie (Main)	-	50	William Liston	50	James Mowat Robertson -	53
John Cairnie	•	79	James Braid Lyle	60	All a Dual and all	40
Thomas Cairnie -	•	37	Robert Lyle	48	Adam Rutherford - · -	42
Charles Combe -	-	36	William Main	33	William Symon	60
William Dawson -	-	50	William Murray	43	Robert Williamson Thomson	41
Thomas Dryburgh -	•	56	Edward Neils	61		• • • •
David Dryburgh -	•	37	David Noble	38	James White	48
James Dryburgh -	•	41	Robert Noble	51	Andrew Wilson	80
John Flucker - · -	-	47	William Noble	45	John Wilson	69
Robert Hume	•	<b>54</b> .	Robert Paterson	48		-
Thomas Hume -	-	46	Thomas Paterson	62	Robert Wilson	52
Philip Jarvie -	-	80	William Paterson, No. 1 -	77	Thomas Wilson (Linton) -	<b>6</b> 9
William Liddell -	-	78	William Paterson, No. 2 -	41	William White	50
William Logan -		30	David Proudfoot	65	Alexander D. Woodburn -	48

#### HARBOUR AND DOCKS OF LEITH-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

DISTANCES	:	BRITISH VESSELS.											FOREIGN VESSELS												1									
	COASTERS.					OVERSEA.							COASTERS.								OVERSEA.							TOTALS						
for which PILOTED. Not Towed by Steam.		bу		Towed by Steam.				Not Towed by Steam.				Towed by Steam.			Not Towed by Steam.			7	Towed by Steam.			No	Not Towed by			Towed by Steam.			,	,				
	No.	Å	mou	nt.	No	Åı	nou	nt.	No.	A	noun	t. N	о.	Am	our	at.	No.	Am	ount	. N	o.	Ąm			A	mou	nt.	No.	Aı	nou	nt.	No.	An	ount
From and to any point		£.	. e.	ď.		Z.	4.	d.		2.	8. (	d.		£.	<b>.</b>	d.		£.	e. d	•		£.	 a. d	-	Z.		d.		£.	2.	d.		£.	s. d.
required within the limits of the Port, as extended for Pilot- age purposes by Article VIII. of the Bye-laws and Regu- lations	88	56	18	5	4	4	1	1	126	839	16 1	11	8	21	8	4	27	27	14 4	118	•	12 1	9 1	263	36	3 2	6	81	91	18	9	560	923	- (

#### (2.)—O U T W A R D S.

Pilotage not compulsory. No record of outward pilotage; the inward pilotage only being payable to this authority for behoof of the pilots, in accordance with the regulations, copies of which accompanied previous returns. But the amount of outward pilotage for the year, according to returns made by the pilots, at the request of the authority, for the purposes of this return, is about 5421. Os. 5d.

The pilotage outwards is payable directly to the pilots. The amount received by the pilots is not known to the authority, otherwise than as instructed by the returns made by the pilots, as mentioned above; and there are no materials for making any further return of the particulars required by the schedule.

Note. - Pilotage is not compulsory, either inwards or outwards, within the pilotage district of the Port or Harbour of Leith.

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.  To gross amount   Inward pilotage - received for - Outward pilotage -  To amount of fees received from applicants for pilots' licences -	£. 923 542	-	6	Cr.  By amount received by pilots for outward pilotage  By amount paid to pilots for inward pilotage		-	9
£.	1,466	1	10	· £.	1,466	1	10

#### ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or SUPERANNUATION FUND.

Dr.	£.	8,	d.	Cr.	£		d.
To amount received as contribution to superannuation and pension fund from pilots	57	13	9	By amount paid to pilots' fund -	57	13	9

Note.—The pilots' fund is not administered by, or in any way under the control of, this pilotage authority.

20 February 1902.

Victor A. Noel Paton, Clerk.

#### PORT OF LEVEN AND METHIL.

Pilotage is Free. Limits of District .- See p. 159 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 93 of Parl. Paper, No. 251 of 1891.

#### NAMES of PILOTS.

Names.		Ages.	Names.	Ages.	Names.	Ages.
Joseph Anderson *Thomas Farnie *John Flucker *William Main	-	61 33 48 33	*Alexander Moodie *George Patterson *Robert Patterson *William Patterson	42 49 49 47	*David Proudfoot *John Thomson *Andrew Wilson *John Wilson	37 40 44 51

<sup>\*</sup> These pilots are partly under the control of the Trinity House of Leith.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

	İ	BRITISH VESSELS.									3 L	8.			FOREIGN VESSELS.																
DISTANCES	NCES COASTERS.			(	<b>V</b>	E	R S	E A.		COASTERS.					OVERSEA.							TOTALS.									
for which PILOTED.	Not	Tow Steam		y		wed team		No	To Ste		by		owed Steam			Tow Stea	red by	7		wed Steam			Tow Stea	red by m.		owe Stea		,			
	No.	Am	oun	N	o.	Amo	unt.	No.	A	mou	nt.	No.	Amo	unt.	No.	An	ount	. N	0.	Amo	ount.	No.	An	nount.	No.	Ar	non	nt.	No.	Am	ount.
om Roads to Dook •	309	£. 263	s. 5	d. 6 5	7	£. 4 19 1	. d.	131	£.	10	d. 6	4	£. 1	. d.	248	£. 237	s. d	. 3	7	£. 16	s. d. 8 6	454	£.	s. d. 9 -	148	£.	s. 7	d. 6	1883	£. 1,227	s. d
										(2	.)-	<b>-</b> 0	U	· W	<b>7</b> A	R	D S	•													
om Dock to Roads -	127	98	3	-	7	2 1	8 -	284	304	18	6	3	1	5 6	12	11	1 -	-	5	2 1	8 6	685	692	17 6	186	70	16	-	1259	1,184	17

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	s.	d.	Cr.	£.	8.	d.
To gross amount Inward pilotage - received for - Outward pilotage	1,227 1,184		-	By amount paid in respect of pilots - By amount paid to North British Railway Company as commission	2,292	3	3
To amount of fees received from applicants for renewals of pilots' licences (12)	3	<b>-</b>	_	on collection of pilotage  By amount paid to North British Railway Company for renewals of pilots' licences	120 3	12	9
£.	2,415	16	<u> </u>	£.	2,415	16	-

16 May 1902.

W. F. Jackson, General Manager, North British Railway.

# PORT OF LOSSIEMOUTH.

Pilotage is Compulsory. Limits of District.—See p. 161 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 161 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Name.	Age.	Name.	Age.
William Stewart Cowie	47	William Stewart	39

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

DISTANCES	]	BRITISH	V E	SSELS.	FOREIGN	VESSELS.	TOTALS.				
for which	CC	COASTERS.		VERSEA.	COASTERS.	OVERSEA.					
PILOTED,	No.	Amount.	No.	Amount.	No. Amount.	No. Amount.	No. Amount.				
From Sea to Harbour	79	£. s. d.	-	£. s. d.	£. s. d.	£. s. d. 11 3 3	£. s. d. 55 5 6				
		(	2.)—	O U T W .	ARDS						
From Harbour to Sea	79	44 2 3	-			8 11 3 3	87 55 5 6				

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.  To gross amount Inward pilotage - received for - Outward pilotage	55	s. 5 5	6	Cr. By amount paid in respect of pilots	£. s. d. 110 11 -
£.	110	11	-	£.	110 11 -

22 January 1902.

James Allan, Secretary.

#### PORT OF MONTROSE.

Pilotage is Free. Limits of District.—See p. 90 of Parl. Paper, No. 181 of 1890.

BYE-LAWS, &c.
See p. 90 of Parl. Paper, No. 181 of 1890.

#### NAMES of PILOTS.

Na	Names. Ages.			Ages.	Na	MES.			Ages.	Names.	Ages.
John Coull David Coull John Pert	- - :		-	71	David Clark George West Daniel West		•	- <sup>1</sup>	72 45 44	Daniel Brandt Alexander Stephens -	67 49

#### PORT OF MONTROSE-continued.

# RATES of PILOTAGE. See p. 165 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### INWARDS and OUTWARDS.

	BRITIS	H VESSELS.	FOREIG	N VESSELS.	TOTALS.			
	co	asters.	0,	VERSEA.				
	No.	Amount.	No.	Amount.	No.	Amount.		
The charge in the table of rates is not regulated by distance, but according to tonnage	123	£. s. d.	29	£. s. d. 86 – ~	152	£. s. d. 254 3 6		

Note.—No pilot employed by coaster outwards during the year. Vessels from foreign ports are charged a combined pilotage fee for inwards and outwards.

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	s.	d.	Cr.		£.	<b>s</b> .	d.
To balance brought from last account -	218	10	3	By amount paid in respect of pilots	-	254	3	6
To gross amount received for inward and outward pilotage	254	3	6	By balance carried to next account	-	231	5	3
To amount of pilotage commission at 5 per cent. for year to 31st December 1901	12	15	-					
£.	485	8	9		£.	485	8	9

23 January 1902.

Wm. Ross, Clerk.

# PORT OF NAIRN.

Pilotage is Free. Limits of District.—See p. 187 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 113 of Parl. Paper, No. 265 of 1900.

#### NAMES of PILOTS.

Name.	Age.	Name.	Age.	Name.	Age.
Daniel Main Dye	65	George Ralph	67	John Mackintosh Jack -	63

#### RATES of PILOTAGE.

See p. 113 of Parl. Paper, No. 265 of 1900.

#### PORT OF NAIRN-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—I N W A R D S.

	1	RITISH ESSELS.		FOREIGN	VESS	BELS.					
DISTANCE3	CC	DASTERS.	C	OASTERS.	0	VERSEA.	TOTALS.				
for which PILOTED.	No	t Towed by Steam.	No	t Towed by Steam.	Not	t Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
From Bay to Harbour	51	£. s. d. 25 10 -	-	£. s. d.	2	£. s. d. 3	53	£. 2. d. 28 10 -			
		` '		VARDS.							
From Harbour to Bay	51	25 10 -	-		2	3	53	28 10 -			

ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.  To gross amount Inward pilotage - received for - Ontward pilotage -	28	10		Cr.  By amount paid in respect of pilots -		s. -	
£.	57	-	_	£.	57	_	-

28 February 1902.

Wm. Laing, Clerk.

# PORT OF PETERHEAD.

Pilotage is Compulsory. Limits of District.—See p. 162 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 162 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.		Ages.
Thomas Slessor Robert Taylor, sen Alexander Geddes	65 69 49 45 46 49 38 45	John M'Lean James Strachan Robert Slessor, jun Robert Strachan, sen. John May George Ritchie George Geddes	54 57 49 62 52 45 42	James Falconer Peter Geddes James Winton Colin McLean Robert Strachan, jun. William Taylor Benjamin Buchan	-	40 61 61 39 55 37 66

------

#### PORT OF PETERHEAD—continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

DISTANCES	B	RITISH	VES	SELS.	F	OREIGN	VES	SSELS.		
for which	С	OASTERS.	0,	VERSEA.	C	DASTERS.	0	VERSEA.	T C	TAL 8.
PILOTE P.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Harbour to Sea -	- 283	£. s. d.	8	£. s. d. 8 17 6	26	£. s. d.	53	£. a. d.	370	£. a. d. 220 2 7
	•	(2.	.)—(	OUTW A	ARI	D S.			-	
From Sea to Harbour -	- 283	129 8 1	8	8 17 6	26	21 15 1	53	60 1 11	370	220 2 7

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr. To gross amount   Inward pilotage received for - Outward pilotage To amount of fees received from applicants for renewals of pilots' licences (22)  To amount of fees received from applicants for masters and mates' certificates (1)		s. 2 2 11	d. 7 7 . 6	Cr.  By amount paid in respect of pilots -  By amount paid for captain pilot, &c  By amount paid for clerk	£. 405 120	s. 19	d. 2 - 6
To amount of fees received from applicants for renewals of masters and mates' certificates (2)  To amount provided from the revenue derived by the Trustees of the Harbours of Peterhead	1	-	_				
£.	529	-	8	£.	529	_	8
6 February 1902.				P. A. Irvi	ne, Cle	rk.	

### PORT OF ROSEHEARTY.

Pilotage is Compulsory. Limits of District.—Undefined.

# BYE-LAWS and REGULATIONS.

Nil.

# NAMES of PILOTS.

Name.	Age.	Name.	Age.		
William Buchan	48	Alexander Ritchie	54		

# PORT OF ROSEHEARTY—continued.

#### RATES of PILOTAGE.

3d. per ton register. No other charge.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### INWARDS and OUTWARDS.

DISTANCES for which		BRITISH	VESS		т	OT & L 8.
PILOTED.	Not To	owed by Steam.	Tow	red by Steam.		
	No.	Amount.	No.	Amount,	No.	Amount.
From Offing into Harbour and vice versâ	2	£. s. d. l 3 –	5	£. s. d. 3 3 -	7	£. s. d. 4 6 -

Note.—There is a uniform charge of 3d. per ton register, which includes both inward and outward pilotage.

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	8.	d.	Cr.	£.	s.	d.
To gross amount received for inwest and outward pilotage				By amount paid in respect of pilots -	4	6	_
20 January 1902.				Samuel Bruce	, Secre	tar	у.

#### PORT OF SANDHAVEN.

Pilotage is Compulsory. Limits of District.—See p. 166 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 166 of Parl. Paper, No. 154 of 1889.

NAME of PILOT.

James Sim - - - aged 79.

#### PORT OF SANDHAVEN—continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### INWARDS and OUTWARDS.

	COASTERS.		
DISTANCES for which PILOTED.	Not To	owed by Steam.	
	No.	Amount.	
		£. s. d.	
Into and out of Harbour	2	£. s. d. 1 12 6	

#### ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.  To gross amount received for inward and outward pilotage	£. s. d.	Cr.  By amount paid in respect of pilot -	£. s. d. 1 12 6
1 April 1902.		John Se	cott, Clerk.

#### PORT OF STONEHAVEN.

Pilotage is partly Free, partly Compulsory. Limits of District.—See p. 168 of Parl. Paper, No. 154 of 1889.

# BYE-LAWS and RATES of PILOTAGE, &c. See p. 168 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.	Ages.	Names.	Ages.
John Duncan (Captain)	79 83 70	James Pirie	50 57 61
·			

#### PORT OF STONEHAVEN-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

	1	ITISH SSELS.		FOREIGN						
DISTANCES for which	COASTERS.		c o	ASTERS.	o v	ERSEA.	TOTALS.			
PILOTED.	Not Tow	red by Steam.	Tow	ed by Steam.	Not T	owed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Harbour	84	£. s. d. 24 9 –	3	£. s. d. 1 10 -	-	£. s. d.	87	£. a. d. 25 19 -		
(2.)—O U T W A R D S.										
From Harbour to Sea	84	22 8 -	-		3	1 10 -	87	23 18 -		

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.		£.	s.	d.	Cr.	£.	8.	d.
To gross amount   Inward pilotage	•	25	19	-	By amount paid in respect of pilots -	49	17	-
received for - Outward pilotage	-	23	18	-				
	£.	49	17	-	£.	49	17	-
<del>-</del>		<del></del>			·			

13 February 1902.

D. Carr, Clerk.

# PORT OF WICK.

Pilotage is Compulsory. Limits of District.—See Regulation 27.

#### BYE-LAWS, REGULATIONS, &c.

See p. 102 of Parl. Paper, No. 263 of 1893.

#### NAMES of PILOTS.

Names.				Ages.	Names.	Ages.
David Williamson		-	-	54	Charles Thompson	- 43
Alexander Mackay	-	-	-	48	John McKay	- 40
James Simpson -	-	-	-	50	Charles Thompson	- 37

#### PORT OF WICK-continued.

# AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

DISTANCES for which PILOTED.	CC	ASTERS.  t Towed by Steam.	0	OVERSEA.  ot Towed by Steam.	C	OASTERS.  ot Towed by Steam.	0	S S E L S.  VERSEA.  et Towed by Steam.	TOTALS.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Bay to Harbour -	- 126*	£. s. d.	3	£. s. d. 9 13 6	29	£. s. d. 41 19 11	40	£. s. d. 54 17 3	198*	£. s. d. 234 8 6		
		(	2.)	-O U T W A	RI	D <b>S</b> .						
From Harbour to Bay -	- 126*	127 17 10	.3	9 13 6	29	41 19 10	40	52 5 9	198*	231 16 11		

<sup>\*</sup> These figures are exclusive of Aberdeen steamers.

# ACCOUNT of all Monies received and expended in respect of the PILOTAGE FUND.

Dr.  To gross amount Inward pilot received for - Outward pilot	tage - lotage -	£. s. d. 234 8 6 231 16 11		£. s. d. 466 5 5
	£.	466 5 5	£.	466 5 5

28 February 1902.

David Grogan, Secretary.

# IRELAND.

#### PORT OF BALLINA.

Pilotage is Compulsory. Limits of District.—See p. 191 of Parl. Paper, No. 154 of 1889.

B Y E-L A W S, &c.

Nil.

#### NAMES of PILOTS.

Names.		Ages.	Names.	Ages	Names.	Ages.
Patrick M'Keown Peter M'Keown Michael Reynolds	: :	30	James Walsh, sen. James Walsh, jun. Patrick Walsh	- 75 - 55 - 65	Harry Herregan Patrick M'Nulty Martin F. Loughney	- 75 - 43 - 55

#### RATES of PILOTAGE.

Sec p. 191 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

		BRITISH	VESSELS.				
D I S T A N C E S  for which		COAS	Т	TOTALS.			
PILOTED.	Not To	wed by Steam.	Towed by Steam.				
	No.	Amount.	No. Amount.	No.	Amount.		
From Bar to Quay	97	£. s. d.	£. s. d	97	£. s. d. 109 18 -		
. (1	2.)—O T	TWARD	s. •				
From Quay to Bar	9 <b>7</b>	94	-	97	94		

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

	109			 -	£. 203	<i>s.</i> 18	
£.	203	18	-	 £.	203	18	-

10 February 1902.

R. W. Joynt, Secretary.

# PORT OF BALLYSHANNON.

Pilotage is Free. Limits of District.—See p. 104 of Parl. Paper, No. 251 of 1891.

BYE-LAWS and RATES of PILOTAGE.

See p. 96 of Parl. Paper, No. 181 of 1890.

#### NAMES of PILOTS.

N.	Names.						MAM	Е.			Age.	
John M'Carthy John Morrow	-			- -		William Ward	•		-	-	47	

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

# (1.)—I N W A R D S.

DISTANCES	-	H VESSELS.		N VESSELS. ASTERS.	TOTALS.			
for which PILOTED.	Not Tov	ved by Steam.	Not Tow	red by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.		
From outside Bar to Quays	18	£. a. d. 22 17 4	<del>.</del>	£. s. d.	18	£. s. d. 22 17 4		
(2.)-	-0 U T	WARDS.	•	•				
From Quays to outside Bar	18	14 4 -	_		18	14 4 -		

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£	. 8	. d.	Cr.	£.	s.	d.
To gross amount Inward pilotage - Outward pilotage -		17	4	By balance due by Pilotage Authority brought from last account	4	6	6
To amount of fees received from applicants for pilots' licences (3)  To balance due by Pilotage Authority	1	10	-	By amount paid, in respect of pilots -	37	1	4
carried to next account	2	16	6				
£.	41	7	10	£.	41	7	10

2 May 1902.

Edward Lynch, Secretary.

#### PORT OF BELFAST.

Pilotage is Compulsory. Limits of District.—See p. 192 of Parl. Paper, No. 154 of 1889.

#### BYE-LAWS, &c.

See p. 192 of Parl. Paper, No. 154 of 1889; p. 107 of Parl. Paper, No. 160 of 1894; p. 123 of Parl. Paper, No. 290 of 1897; and p. 122 of Parl. Paper, No. 265 of 1900.

#### NAMES of PILOTS.

Names.	Ages.	Names.	Age	s.	Names.	 Ages.
Hugh Hutchinson - Robert G. Benson - James Slaw William J. Simms - James H. Kennedy - James Stewart - John Simpson Samuel Ferris - Alexander M'Allister	47 45 58 43 41 46	Patrick M'Allister - Daniel Benson - William H. M. Wilson John O'Connor - John Gillespie - David Smyth - Patrick Benson - William Braniff - Thomas McAlpin +	42 - 36 - 35 - 48 - 37 - 29 - 70 - 44 - 37	J T S H P	David Johnston † - Sames Elliott ‡ - Chomas Jack ‡ - Samuel Caughey ‡ - Hugh McMullen ‡ - Catrick Thompson ‡ - ames Johnston § -	 30 28 39 22 19 19
* Pilot masters		† Mates.	† Boat	men.	€ Cook.	l

#### RATES of PILOTAGE.

See p. 194 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

		BI	RITISH	VE	SSELS.				F	OR	EIGN	V E	SSELS.			ŀ				
	COA	STE	R 8.		OVBE	SE	Δ.	COAST			COASTERS.					o <b>▼</b> 1	TOTALS.			
	Towed by		owed by Steam.		Towed by Steam.		owed by Steam.		Towed by Steam.		owed by Steam.		Towed by Steam.		owed by Steam.					
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
189	£. s. d. 62 3 3	1,496	£. s. d. 706 19 7	2	£. s. d. 2 9 9	270	£. s. d. 858 18 7	1	£. s. d. - 15 6	8	£. s. d. 12 11 9	3	£. s. d. 8 15 -	42	£. s. d. 100 12 7	1,96!	£. s. d			
									T W A											
19	16 3 1	821	648 9 3	-		64	136 - 9	,	5 i3 3	21	37 - 7	3	969	20	32 14 6	451	885 8 2			

Note.—5,489 steamers arrived and departed during the year without pilots, the masters or mates of same holding certificates, for which the total sum of 3241, was received.

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

	1						
Dr.	£.		d.		£.	5.	d
To gross amount Inward pilotage -	1,753		11	By balance brought from last account-	2,032	13	
received for - Outward pilotage - To amount of fees received from	885	8	2	By amount paid in respect of pilots -	1,997	17	10
applicants for—  Renewals of pilots' licences (15)  Renewals of outsea pilots'	75	-	_	By amount paid in respect of pilot boats	1,180	6	
licences (11)	-	11	_	By amount paid as contributions to			
Masters and mates' certificates	9.0			pilots' pension or superannuation	15.		
(18)	36	_	-	fund	171	_	
Renewals of masters and mates' certificates (142)	284	-	-	By amount paid for pilotage superin-	50	_	
New certificates issued on	3						
change of service (3) New certificate issued in lieu	9	_	_	By amount paid for examiner or ex-			
of one lost	1			aminations	166	_	•
To amount of contributions from		_	_	By amount paid for office rent	25	_	
masters and mates	439		5				
l'o balance carried to next account -	2,145	12	2				
£.	5,622	17	8	£.	5,622	17	8

#### PORT OF BELFAST—continued.

#### ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or SUPERANNUATION FUND.

Dr.  To balance brought from last account - To amount received as contribution to superannuation and pension fund from pilotage certificate account		s. 4	d. 10	Cr.  By amount paid for pensions or superannuations to pilots (2) By amount paid for pensions or superannuations to widows (3) By balance carried to next account -	£. 104 46 162	-	<u>-</u>
£.	312	4	10	£.	312	4.	10

13 March 1902.

W. A. Curric, Secretary.

# PORT OF CARLINGFORD BAR.

Pilotage is Compulsory. Limits of District.—See p. 195 of Parl. Paper, No. 154 of 1889.

### BYE-LAWS and RATES of PILOTAGE, &c.

See p. 195 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names. Age			Ages.	Names.			Ages.	Names.		Ages.
John M'Aver - Robert Miller - James Coffee - Peter Morgan -	- - -	-	70 64 46 48	John Maginnis George Mills - Hugh Rodgers	-	-	46 45 37	Patrick Mills Patrick Cunningham William Cunningham	•	41 45 43

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

		•		(1.)—I	NV	V. A R D	S.							
			ВR	ITISH	VES	SELS.		ORBIGN ESSELS.						
DISTANCES	COASTERS					OVE	RSE A	•	0 🗸	ERSEA.	т	OTAL	s.	
for which	No	t Towed by Steam.		owed by Steam.		Towed by Steam.		Towed by Steam.		t Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amo	unt.	
From Sea to Lough -	11	£. s. d. 7 7 6	-	£. s. d.	2	£. s. d. 5 17 3	10	£. s. d. 31 2 -	_	£. s. d.	23	£. :	. d. 5 9	
		•		(2.)—	י ט נטס	WAR	DS.				•			
From Lough to Sea	-		2	2 18 -	6	3 4 6	-		6	79-	14	13 1	1 6	
AC	com	NT of all	Monie	s receive	d and	expended	in re	spect of th	e Pil	OTAGE F	IND.			
Dr.				£.	s. d.		Cr.					£. s.	d.	
To gross amount received for -	∫Inwa (Out	ard pilotag ward pilot	ge - nge -	44 13 1		By amo	unt p	aid in resp	ect of	pilots -		57 18	3	
			£.	57 1	8 3					£.		57 18	3	

17 January 1902.

Thomas Smith, Secretary.

#### PORT OF COLERAINE.

Pilotage.—No definite particulars supplied. Limits of District. - See p. 197 of Parl. Paper, No. 154 of 1889.

#### BYE-LAWS and RATES of PILOTAGE, &c.

See p. 197 of Parl. Paper, No. 154 of 1889, and p. 112 of Parl. Paper, No. 242 of 1899.

#### NAMES of PILOTS.

Name.	Age.	Name.	Age.
James Doherty	39	Thomas M'Lean	28

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

					<del></del>			
	:							
DISTANCES	COAS	TERS.	OVE	RSEA.	TOTALS.			
for which PILOTED.	Not Towed by Steam.	Towed by Steam.	Not Towed by Steam.	Towed by Steam.				
	No. Amount.	No. Amount.	No. Amount.	No. Amount.	No. Amount.			
From Sea to Coleraine	£. s. d. 160 115 2 3	£. s. d.	£. s. d 16 6	£. s. d.	2. s. d.			
	(2.)	_O U T W A I	R D S.	•	•			
From Coleraine to Sea	161 52 14 2	6 1 17 7	1 - 7 6	1 - 7 2	169 55 6 5			

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To gross amount Inward pilotage -	121	19	6	By amount paid in respect of pilots  By amount paid in respect of advertising	166	9	2
received for - Outward pilotage	55	6	5	for pilot By balance carried to credit of Harbour	1	12	8
				Commissioners' revenue account	9	4	1
£.	177	5	11	£.	177	5	11

22 January 1902.

Wm. Henry, Secretary.

#### PORT OF CORK.

Pilotage is Free. Limits of District.—See p. 199 of Parl. Paper, No. 154 of 1889. These limits have since been extended by the Cork Harbour (Pilotage) Act, 1892, section 8, q.v.

#### BYE-LAWS, &c.

See p. 111 of Parl. Paper, No. 160 of 1894; and p. 126 of Parl. Paper, No. 265 of 1900.

#### NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Names.	Ages
Sea Pilots.		Special Pilots.		Captains of Steamships holding Certificates—cont.	
	- 38	John Whelan	55	Henry Hoare	54
Patrick Harris -	54	John Cotter	48	John Clery	48
Junico Diadonola	39	Edmund Butler	62	Donald M'Tavish	35
John Cotter	52	Thomas Martin	58	Lachlan Lamont	42
John Barry	54		i l	Edward Davies	53
7 III	57	River Pilots.		John Hetherington	59
James Nash				John McInnis	47
William Hawkins -	. 55	Daniel Steptoe	51	William J. Nicholls	65
Patrick Collick -	. 41	James Lynch		William A. McPhail -	38
Thomas Nash	40	Edward Lynch	60	Joseph Walsh	43
David Oakley	. 54	John Lamb	57	Robert M'Laws	34
Bartholomew Mulcahy	67	John Cotter	58	James Williams	43 35
John Halloran	. 47	Stephen Walker	48	James Henderson	54
Ambrose Walsh -	- 43	John Nash	59	Robert Johnson Arthur Wheeler	60
John Allen	64	Thomas Saunders	47	Arthur Wheeler Duncau Fletcher	41
	46		1	James Tait	56
	00			Dugald McPhail	35
		Ballinacurra Pilots.		Frank Ridge	54
James Donovan -	40	Maurice Walsh	41	James S. Symonds	61
Latitor Dynon	- 41	John Walsh ·	32	John M. Hennessy	36
Danie Danie	. 46			William Hunter	49
James Walker -	- 53	Captains of Steamships		James M. Browne	57
Charles Ellis	42	holding Certificates.		Frank M'Menemy	48
John Horrigan -	- 61	Timothy L. Andrews -	34	John M'Tavish	45
John Dunn	47	Nicholas Kearney	59		

Total Number of Pilots:-

 Sea pilots (authorised number)
 40 - Issued - 24

 Ballinacurra pilots ,, - 2 - ,, - 2

 Special pilots ,, - 5 - ,, - 4

 River pilots ,, - 8 - ,, - 8

 - 55

 - 8 - ,, - 8

 - 8 - ,, - 8

 - 8 - ,, - 8

 - 8 - ,, - 8

 - 8 - ,, - 8

 - 8 - ,, - 8

 - 8 - ,, - 8

 - 8 - ,, - 8

 - 8 - ,, - 8

 - 8 - ,, - 8

 - 8 - ,, - 8

 - 8 - ,, - 8 - ,, - 8

 - 8 - ,, - 8 - ,, - 8

 - 8 - ,,

RATES of PILOTAGE.

See p. 116 of Parl. Paper, No. 160 of 1894.

TOTAL - -

#### PORT OF CORK-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

				В	RIT	18	н	V I	S S S	EI	. s.							POREIGN VESSELS.												
DISTANCES			COA	ST E	RS.				C	VE	RS	3 E	Α.		ł		COAS	ЭТЕ	RS.			Ü	V E F	SE	۸.		T	TOTALS.		
for which PILOTED.		t Tow Steam	ed by		Towe Stea			Not	Tow Steam	ed by	5		Fowed Steam				Towed by Steam.	<u> </u> 	Towed Steni		No	t Ton			owe:					
;	No.	A.m	ount.	No.	Ar	noun	t.   N	o.	Am	ount	.   N	To.	Amo	ount.	N	o.	Amount.	No.	Am	ount.	No.	Am	ount.	No.	An	ount.	No.	Amount.		
		£.	s. d.	_	£.	. s. c	1.	-	£.	s. ·	d.	!	£.	8. d	1	-  -	£ s. d.		£.	s. d.		£.	s. d.		£.	s. d.		£. s. c		
From Sea to Queens-	7	5	3 5	2	1	18	1 1	7	1,367	8	2   1	36	1,527	13 3	1 :	3	4 18 3	-	۱.	•	20.	504	6 3	25	224	16 (	442	3,697 3 1		
	340	299	5 10	4	4	5	-  1	91	250	3	7	4	12	10 8	•	в	5 18 5	-	-	•	14	37	4 2	12	29	12 3	471	€38 19 1		
to Cork. From Passage to	6	3	12 1	-	-		-	-¦	•	-		1	1	17 6	-	-		-	-	-	1	2	10 6	-	١.	-	8	8 -		
Cork. From Queenstown to Ballinacurra.	125	58	6 10	-	Ŀ		•	-	•	•	.	-	•	•	Ŀ	•		-	-	•		-		_	-	•	125	58 6 1		
TOTAL	478	366	8 2	6	7	3	1 2	58	1,•17	11	9 1	41	1,542	1 4	۱ ا	9	10 16 8	-	-	•	107	604	- 11	47	254	8 1	1,046	4,402 10		
1					ı			٠			'	•			•			•			•			'			•	•		
											(2.	)-	-0 1	ľU	<b>.</b> V	V	A R D	s.												
From Cork to	3	-	18 3	-	-		.   .	- ]	-			3	5	13 2	-	- [		-		-	-	-	-	2	3	14 10	8	10 6		
	342	180	10 7	4	3	3	e   s	55	223	18 4	5	4	9	2 8	7	7	4 18 5	-		-	14	85	10 2	9	16	11 8	465	476 15		
Queenstown or Sea. From Passage to Sea	2	-	17 4	-	. •		.  ,	4	15	16 7	7 :	5	24	15 6	-	-		-	-		3	6	11 9	10	31	14 8	24	79 15 1		
From Queenstown	-	-	-	-			: ¦ :	35	193	19 -	- i •	68	561	3 7	1	ı	- 13 5	-	-	-	13	36	2 10	14	54	4 1	1 131	836 2 1		
to Sea. From Ballinacurra	115	58	6 10	_	-		.	_	-	_		_	_	-	1 -	- [		۱ ـ	_	-	_		_	۱ ـ	-	-	115	58 6 1		

Note - Te sum of 8251. 9s. was also received as special pilotage of Transatlantic steamers.

# VESSELS changing at PASSAGE or QUEENSTOWN.

#### (1.)—I N W A R D S.

	V4	AMOUNT.									
	No. of Vessels.	For Pilotage below.	For Pilotage above.	Тотаі.							
Amount paid by such vessels piloted into the Port of Cork as have, before reaching their port of destination, to take or pay for two or more pilots, with the number of vessels paying the same.  N.B.—Change of pilots takes place at Queenstown or Passage.	97	£. s. d. 653 12 9	£. s. d. 200 5 5	£. s. d. 913 18 2							

### (2.)—0 U T W A R D S.

Commence of the same state of	No. of		AMOUNT.	
	Vessels.	For Pilotage	For Pilotage below.	TOTAL.
Amount paid by such vessels as have, before reaching the limits of pilotage water, to take or pay for two or more pilots, with the number of vessels paying the same.  N.B.—Change of pilots takes place at Passage or Queenstown.	10	£. s. d. 13 3 8	£. s. d. 25 8 7	£. s. d. 38 12 3

#### PORT OF CORK-continued.

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	8.	d.	Cr. £. s. d
Inward pilotage -	4,402		8	By balance brought from last account 1,118 17
To gross amount received Special pilotage -	825	9	6	By amount paid in respect of—
for Shifting vessels - Outward pilotage -	76 1,461	7	0	Pilots 4,952 4 10
To amount of fees received from applicants for	1,101	•	_	1,000
renewals of pilots' licences (38)	38	_	-	Pilot boats 756 14 (
To amount of fees received from applicants for				Contributions to pilots' pension or super-
masters and mates' certificates (2)	12	-	-	annuation fund 376 4 10
to amount of fees received from applicants for	24			Per other emens of Dilet as Authority
renewals of masters and mates' certificates (24).  To amount received for fines and forfeitures	24	_	-	By other expenses of Pilotage Authority:
from licensed pilots	_	10	_	Interest on stocks and overdraft 331 11 -
nom noonbox priori				Loan from Cork Harbour Commissioners - 46 11 10
o amount received from other sources:				Sinking fund 166 17 8
3 per cent. on pilotage of cross-Channel				5
steamers whose masters held pilotage	174	_	_	Insurance 75
certificates	154 120		9	Miscellaneous 76 11
Travelling	122		_	
Delivery of orders	617		8	By amount paid for clerks 40
Extra services		10	_	By amount paid for other officers 50
Deposit receipt	3	16	4	
Pilots' contribution to superannuation and				·
sick fund Interest on Investments :	110	-	-	
Great Southern and Western Railway Stock	19	7	9	
Cork Corporation Stock	52		8	
Cork Harbour Commissioners' Stock -	15	2	5	
Government Stock	4	6	-	
£.	8,136	19	9	£. 8,136 19

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.	£.	8.	d.	Cr.	£.	8.	d.
To balance brought from last account	2,599	9	7	By amount paid for pensions or superannua- tions:			
To amount received as contribution to super- annuation and pension fund:				Pilots, pensioners (17)	340	_	_
Contributions	110	-	-	Pilots, sick (8)	12	15	_
From pilots - Renewal fees Fines	38	- 10	-	Widows (1)	3	-	-
From other sources: 3 per cent. on pilotage of cross-				By amount paid for doctor	30	-	-
Channel steamers	100	-	-	By amount paid for examination fees	2	-	_
Masters' renewal fees Interest on Great Southern and	12 24	-	-	By balance carried to next account	*2,587	19	5
Western Railway Stock	19	7	9		Í		
Interest on Cork Corporation Stock - Interest on Cork Harbour Commis-	52	18	8				
sioners' Stock	15	2	5		1		
Interest on Government Stock	4	6	-				
£.	2,975	14	5	£.	2,975	14	5

#### • Investment of Balance.

						£.	8.	đ.	
Freat Southern and Western	Railway	Stock	-	•	•	522	10	_	
Cork Corporation Stock -		-	•	-	-	1,600	_	_	
Cork Harbour Commissioners	'Stock	-	-	-	-	412	5	8	
devernment Stock		-	-	-	-	165	18	-	
						2,700	13	8	
DeductAmount due to	pilotage	rev <b>e</b> nu	e ac	count	-	112		3	
					£.	2,587	19	5	
	•								

14 February 1902.

William Donegan, Secretary.

#### PORT OF DUBLIN.

Pilotage is Compulsory. Limits of District.—See p. 206 of Parl. Paper, No. 154 of 1889.

#### BYE-LAWS, &c.

See p. 206 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.			Ages.	Names.			Ages.	Names.	Ages.		
William Warren Peter Cullen John Warren, jun. Thomas Doyle	-	•	53 45 49 47	John Chute - James Hanlon - Thomas Connor Thomas Tallant	-		47 44 43 48	Robert Howlin John Kehoe - Philip Dunne - James Gallagher	:	-	40 38 39 47
Thomas Kavanagh Lawrence Warren John Warren, sen. James Hall - Nicholas Bennett Michael Tallant	-		45 33 52 38 44 37	Robert Ems Patrick Murray Isaac Foster Ambrose Dunne William Gallagher Peter Glynn		-	50 52 44 38 49 58	Charles Byrne Michael Byrne Richard Byrne Patrick Smyth Patrick Tallant Thomas Tallant			35 20 19 22 19

<sup>\*</sup> Apprentices or boatkeepers, not licensed to pilot.

#### RATES of PILOTAGE.

See p. 209 of Parl. Paper, No. 154 of 1889.

No alteration during the year 1901, excepting the rates for shifting vessels in the harbour; formerly charged 10s. each vessel.

Present rates :-

Vessels up to 1,000 tons register - - - - - - - 10s. each.
Vessels 1,000 to 2,000 tons register - - - - - - - 20s. each.
Vessels over 2,000 tons and upwards - - - - - - - - 30s. each.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

# (1.)—I N W A R D S.

DISTANCES for which PILOTED.			COASTERS. OVERSEA.					OREIGN	TOTALS.				
				 No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Outside to Dublin From Inside to Kingstown - From Inside to Kingstown -				978 787 69 75	£. a. d. 1,437 18 4 626 13 9 82 16 - 45 1 6 2,192 9 7	118 · 71 3 7 199	£. s. d. 421 8 - 171 8 9 10 14 - 11 13 6 615 4 8	6 - 2	2. 2. d. 7 4 - - 4 8 6 11 13 6	38 21 - 1	2. s. d. 129 8 8 50 19 9 - 2 2 - 182 10 5	885 72 85	£. s. d. 1,988 15 - 856 6 3 93 10 - 63 5 6 3,001 16 9

# (2.)—O U T W A R D S.

From Dooks and Quays to Poolbeg, or further . Shifting vessels in Harbour	613 101	} 489 <b>3</b> -	42	58 17 6	30	33 6 -	33	88 °9 –	718 101	619 15 6
TOTAL	714	489 3 -	43	<b>5</b> 8 17 6	80	33 6 -	38	88 9	819	619 15 6

# PORT OF DUBLIN-continued.

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	8.	d.	$\it Cr.$	£.	8.	d.
To gross amount Inward pilotage - received for - Outward pilotage -	3,001 619		9	By balance brought from last account -	20,515	11	9
To amount of award for special services -	16	12	6	By amount paid in respect of pilots -	2,762		
To amount of fees received from appli-				By amount paid in respect of clothing -	56		
cants for masters and mates' certificates (7)	19	19	-	By amount paid in respect of travelling  By amount paid in respect of pilot boats	107 903		
To amount of fees received from applicants for renewals of masters and mates' certificates (127)	254			By amount paid in respect of mainten-	217	7	
To amount received for transfer fees (3)	204		-	By amount paid in respect of con- tributions to pilots' pension or super-	211	•	•
To amount received as rents from cottages	86	3	11	annuation fund By other expenses of pilotage authority:	362	10	2
Fo amount received from recoupments of insurance premiums	131	13	7	Cottages	27	8	10
To balance carried to next account	21,431	10	10	Store	28	9	9
				Incidents	22	16	2
				Award	10	16	3
				By amount paid for superintendent -	130	-	-
				By amount paid for clerk	35	-	-
				By amount paid for medical officer -	30	-	-
				By amount paid for insurance premiums	350	19	8
£.	25,570	12	1	£.	25,570	12	1

<sup>·</sup> º 11. 1s. examination fee, in one instance, included in 1900 Account.

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.	£.	8.	d.	$\mathit{Cr}.$	£.	s.	d.
To balance brought from last account - To amount received as contribution to superannuation and pension fund from	1,428	15	-	By amount paid for pensions or super- annuations to pilots	390	4	2
pilots To amount of fees received for pilots'	75	11	6	By balance carried to next account	1,520	12	-
certificates in 1900 - To contribution from Dublin Port and	270	_					
Docks Board	92 43	6 19	<b>2</b> <b>6</b>				
£	1,910	16	2	£.	1,910	16	2

21 March 1902.

F. W. Deane, Asst. Secretary.

# \* PORT OF DUNDALK (1896).

Pilotage is Compulsory. Limits of District.—See p. 211 of Parl. Paper, No. 154 of 1889.

# BYE-LAWS and RATES of PILOTAGE, &c. Sée p. 211 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.			Ages.	Names.	Ages.	Names.	Ages.
Thomas Ferguson John Ferguson John Townley - James Connells Patrick Sheelan Francis Gallagher	-	-		James Gallagher Patrick Murinhan William Necy James Gorman John Hughes	 -	Henry McClenahan - Thomas Gray Peter Lamb Richard Callan James Woods	- - - -

#### AMOUNT received for PILOTAGE of VESSELS in 1896.

#### (1.)—I N W A R D S.

DISTANCES	· co	BRITISH DASTERS.		SELS. VERSEA.		REIGN ESSELS.	TOTALS.			
for which PILOTED.	Not To	wed by Steam.	Not To	owed by Steam.	Not Tov	ved by Steam.				
	No. Amount.		No. Amount.		No. Amount.		No.	Amount.		
From Sea to Harbour	-	£. s. d. 219 4 1	-	£. s. d. 19 11 6	-	£. s. d. 20 11 9	-	£. s. d. 259 7 4		
•		(2.)—0	UT	WARDS.						
From Harbour to Sea	-	192 8 4	-	12	-	21 16 6	-	226 4 10		

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

To gross amount	Inward pilotage			d. 4	Cr. By amount brought forward from 1895		s. 18	
received for -	Outward pilotage -	226	4	10	By amount paid in respect of pilots -	485	12	2
To balance		94	4	3	By amount paid in respect of contribu- tions to pilots' pension or super- aunuation fund	24	5	7
	£.	579	16	5	£.	579	16	5

<sup>\*</sup> These Returns for the years 1896 to 1900 were not sent to the Board of Trade until October 1902, and they are therefore included in this Parliamentary Paper.

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.	£. s. d.	Cr.	£.	8.	d.
To amount received as contribution to superannuation and pension fund		By amount brought forward from 1895	192	2	4
from pilots	24 5 7	By amount paid for pensions or super- annuations to pilots	160	2	6
To balance	327 19 3				
<b>£.</b>	352 4 10	· £.	352	4	10

25 October 1902.

John W. Wardell, Secretary.

# PORT OF DUNDALK (1897).

Pilotage is Compulsory. Limits of District.—See p. 211 of Parl. Paper, No. 154 of 1889.

# BYE-LAWS and RATES of PILOTAGE, &c. See p. 211 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.			Ages.	Names.		Ages.	Names.	Ages.
Thomas Ferguson John Ferguson John Townley James Connells Patrick Sheelan Francis Gallagher				James Gallagher Patrick Murinhan William Necy James Gorman John Hughes -	-	 1111	Henry McClenahan - Thomas Gray - Peter Lamb - Richard Callan - James Woods -	

#### AMOUNT received for PILOTAGE of VESSELS in 1897.

#### (1.)—I N W A R D S.

_		` ,								
		BRITISH	VESS	BELS.	Fo	REIGN				
DISTANCES	CC	COASTERS.		VERSEA.	VE	SSELS.	TOTALS			
for which PILOTED.	Not To	owed by Steam.	Not To	wed by Steam.	Not To	wed by Steam.				
•	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amoun'		
From Sea to Harbour -		£. s. d. 225 13 1	-	£. s. d. 31 16 9		£. s. d. 15 3 9		£. s. d. 272 13 7		
•	1 1		J I	VARDS.	1 ,		•			
From Harbour to Sea	-	216 1 3		20 4 3	-	13 1 9	-	219 7 5		

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

To gross amount	d pilotage - ard pilotage -	£. 272 249 120	13 7	d. 7 3 3	Cr.  By amount brought forward from 1896  By amount paid in respect of pilots  By amount paid in respect of contributions to pilots' pension or superannuation fund	£. 94 522		d. 3 10
	£.	642	7	1	£.	642	7	<u>-</u> 1

ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr. To amount received as contribution to	£.	8.	d.	By amount brought forward from 1896	327	s. 19	d. 3
superannuation and pension fund from pilots	26 559	2 11	- 11	By amount paid for pensions or super- annuations to pilots	257	14	8
<b>£.</b> [	585	13	11	£.	585	13	11

25 October 1902.

John W. Wardell, Secretary.

# PORT OF DUNDALK (1898).

Pilotage is Compulsory. Limits of District.—See p. 211 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 211 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.	 Ages.	Names.			Ages.	Names.	Ages.
Thomas Ferguson John Ferguson John Townley James Connells Patrick Sheelau Francis Gallagher	 - - - - -	James Gallagher Patrick Murinhan William Necy James Gorman John Hughes -	-	-		Henry McClenahan Thomas Gray Peter Lamb - Richard Callan James Woods -	=======================================

# AMOUNT received for PILOTAGE of VESSELS in 1898.

#### (1.)—I N W A R D S.

	1	BRITISH	VESS	ELS.	FO	REIGN			
DISTANCES	CC	ASTERS.	0	VERSEA.	V E	SSELS.	TOTALS.		
for which PILOTED.	Not Towed by Steam.		Not To	wed by Steam.	Not To	wed by Steam.	,		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
From Sea to Harbour	-	£. s. d. 217 18 4	-	£. s. d. 24 15 -	-	£. s. d. 15 1 6	-	£. s. d. 257 14 10	
				ARDS.					
From Harbour to Sea	-	197 7 3	-	14 16 6	-	10 10 9	-	222 4 6	

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.  To gross amount received for - Outward pilotage - Outward pilotage -	ĺ	Cr. By amount brought forward from 1897 By amount paid in respect of pilots By amount paid in respect of contributions to pilots' pension or superannuation fund	£. s. d. 120 6 3 479 19 4
£.	623 16 9	£.	623 16 9

# ACC JUNT of all Monies received and expended in respect of Pilots' Pension or Superannuation Fund.

Dr. To amount received as contribution to		<i>s</i> .	d.	Cr. By amount brought forward from 1897	£. 559		
superannuation and pension fund from pilots	23 745		2 5	By amount paid for pensions or super- annuations to pilots	209	16	8
£.	769	8	7	· £.	769	8	7

25 October 1902.

John W. Wardell, Secretary.

# PORT OF DUNDALK (1899).

Pilotage is Compulsory. Limits of District.—See p. 211 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES OF PILOTAGE, &c.

See p. 211 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.	Ages.	Names.	Ages	Names.	Ages.
Thomas Ferguson John Ferguson John Townley - James Connells Patrick Sheelan Erancis Gallagher		James Gallagher Patrick Murinhan William Necy James Gorman John Hughes -	 -	Deter Terry	

# AMOUNT received for PILOTAGE of VESSELS in 1899.

#### (1.)—I N W A R D S.

		BRITISH	vess	ELS.	FO	REIGN			
DISTANCES	CO	ASTERS.	0	VERSEA.	VE	88EL8.	TOTALS.		
for which PILOTED.	Not To	wed by Steam.	Not To	wed by Steam.	Not To	wed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
From Sea to Harbour	-	£. s. d. 216 4 2	-	£. s. d. 22 12 3	-	£. s. d. 5 12 6	-	£. s. d. 244 8 11	
	, ,	(2.)—0 1	U T W	ARDS.		·			
From Harbour to Sea	-	184 13 3	-	12 16 6	-	1 13 -	-	199 2 9	

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.		£.	s.	d.	Cr.	£.	8.	 d.
To gross amount finward pilot	age -	244	8	11	By amount brought forward from 1898	143	17	5
received for - Outward pile	otage -	199	2	9	By amount paid in respect of pilots -	443	11	8
To balance		164	19	11	By amount paid in respect of contri- butions to pilots' pension or super- annuation fund	21	2	6
	£.	608	11	7	£.	608		7
					2.			<u>'</u>

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

£.	8.	d.	Cr.	£.	s.	d.
			By amount brought forward from 1898	745	17	5
21	2	6	By amount paid for pensions or super-	180	_	6
913	15	5	Parameter to Parameter	103	_	U
934	17	11	£.	934	17	11
	21 913	21 2 913 15	21 2 6	By amount brought forward from 1898  21 2 6  By amount paid for pensions or superannuations to pilots	By amount brought forward from 1898 745  21 2 6 By amount paid for pensions or superannuations to pilots 189	By amount brought forward from 1898 745 17  21 2 6  By amount paid for pensions or superannuations to pilots 189 -

25 October 1902.

John W. Wardell, Secretary.

# PORT OF DUNDALK (1900).

Pilotage is Compulsory. Limits of District .- See p. 211 of Parl. Paper, No. 154 of 1889.

#### BYE-LAWS and RATES of PILOTAGE, &c.

See p. 211 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.			Ages.	Names.	Ages.	Names.	Ages.
Thomas Ferguson John Ferguson John Townley - James Connells Patrick Sheelan Francis Gallagher	•	• • • • •	111111	James Gallagher Patrick Murinhan William Necy James Gorman John Hughes -	 =	Henry McClenahan Thomas Gray Peter Lamb Richard Callan James Woods	= = = = = = = = = = = = = = = = = = = =

#### AMOUNT received for PILOTAGE of VESSELS in 1900.

#### (1.)—INWARDS.

		BRITISH	VESS	ELS.	FO	REIGN				
DISTANCES	CC	DASTERS.	0	VERSEA.	VE	SSELS.	TOTALS.			
for which PILOTED.	Not To	wed by Steam.	Not To	wed by Steam.	team. Not Towed by Ster					
	No.	Amount.	No.	Amount.	No.	Amqunt.	No.	Amount.		
From Sea to Harbour	-	£ d. 192 15 7	_	£. s. d. 9 18 -	-	£. e. d. 16 15 3	-	£. s. d. 219 8 10		
	, ,	(2.)—C	UTV	VARDS.		•				
From Harbour to Sea	-	165 2 8	-	6 8 3	-	10 16 -	-	182 6 6		

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.  To gross amount freceived for - Outward pilotage - Outward pilotage - To balance	£. s. d. 219 8 10 182 6 6 185 1 8	Cr.  By balance brought forward from 1899  By amount paid in respect of pilots -  By amount paid in respect of contributions to pilots' pension or superannuation fund -	£. s. d. 164 19 11 401 15 4
£	586 17 -	£.	586 17 -

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr. To amount received as contribution to superannuation and pension fund from pilots To balance	20 1 9	Cr.  By balance brought forward from 1899  By amount paid for pensions or superannuations to pilots	£. s. d. 913 15 5
£.	1,117 15 5	£.	1,117 15 5

25 October 1902.

John W. Wardell, Secretary.

## PORT OF DUNDALK (1901).

Pilotage is Compulsory. Limits of District. - See p. 211 of Parl. Paper, No. 154 of 1889.

# BYE-LAWS and RATES of PILOTAGE, &c. See p. 211 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.		 Ages.	Names.		 Ages.	Names.		Ages.
Thomas Ferguson John Ferguson John Townley James Connells Patrick Sheelan Francis Gallagher	:	 	James Gallagher Patrick Murinhan William Necy James Gorman John Hughes -	-		Henry McClenahan Thomas Gray Peter Lamb - Richard Callan James Woods -	-	 

# AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

		BRITISH	VESS	ELS.	FO	REIGN				
DISTANCES  for which	CC	ASTERS.	0	VERSEA.	VE	SSELS.	TOTALS.			
PILOTED.	Not To	wed by Steam.	Not To	wed by Steam.	Not To	wed by Steam.				
_	No.	No. Amount.		No. Amount.		No. Amount.		Amount.		
From Sea to Harbour	-	£. s. d.	-	£. s. d. 17 15 6	-	£. s. d. 17 6 6	-	£. e. d. 231 10 3		
(2.)—O U T W A R D S.										
From Harbour to Sea - • -	-	177 1 8	-	9 4 -	-	15 8 3	-	201 13 11		

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£. s. d.	Cr.	£.	s.	d.
To gross amount   Inward pilotage -		By amount brought forward from 1900	185	1	8
received for - Outward pilotage -	201 13 11	By amount paid in respect of pilots -	433	4	2
To balance	206 14 11	By amount paid in respect of contri- butions to pilots' pension or super- annuation fund	21	13	3_
£.	639 19 1	£	ს39	19	1

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr. To amount received as contribution to superannuation and pension fund from pilots	£. s.		By amount brought forward from 1900 By amount paid for pensions or super-		s. a	<b>£.</b> B
To balance	1,320 5	<b>5</b>	annuations to pilots £.	1,341 1	8 8	- 3

25 October 1902.

John W. Wardell, Secretary.

# PORT OF GALWAY.

Pilotage is Compulsory from Roadstead to Dock, and vice versû. In the Bay it is Free.

Limits of District.—See p. 106 of Parl, Paper, No. 181 of 1890.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 106 of Parl. Paper, No. 181 of 1890.

#### NAMES of PILOTS.

Names.			Ages.	s. Names.			res.	Service for which Licensed.
Neal Delargy -	-		40	Michael Walsh -	•	- 4	4	Roadstead to Dock, and vice versa.
Francis Fowler -	•	•	55	Patrick Joyce -	•	- 4	9	
Michael Smith -	•	•	43	Michael O'Donnell	•	-   4	3	
Gregory Yorke -	•	•	32	Thomas O'Connor -	-	- 4	1	
Anthony Flaherty	-	-	48	John O'Donnell -	-	- 4	3	79 . 7 . 7 . 7 . 7 . 7 . 7 . 7 . 7 . 7 .
Thomas Conneely -	•	-	43	Thomas Corless -		- 5	2	Roadstead to Arran Islands, and vice versa.
Michael Hernon -	•	-	38	John Griffin	-	- 4	3    3	
Stephen Joyce -			52	Edward O'Loughlin	•	- 4	3	
John Joyce	•	•	50				IJ	

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

### (1.)—I N W A R D S.

			<del></del>							
DISTANCES for which		BR	ITIS	SH VESSE	Ls.			OREIGN ESSELS.		
		COA	TER	s.	0	VERSEA.	0	VERSEA.	TOTALS.	
PILOTED,	No	t Towed by Steam,	Tow	red by Steam.	Tow	ed by Steam.	Tow	ed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Roadstead to Dock	120	£. s. d.	14	£. s. d. 10 5 -	6	£. •. d.	8	£. s. d. 12	148	£. s. d.

#### (2.)-O U T W A R D S.

From Dock to Roadstead - •	120	90	-	_	14	10	5 -	6	11	<b>.</b> -	8	12	<b>-</b>	148	123	5	_
	1				. '	1		1	l		•	i			1		

Note.—Seventeen vessels took pilots from Arran Islands to Roadstead; amount received, 691. 16s. 8d.

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

			1							
Dr.			£.	8.	d.	Cr.		£.	8.	d.
To gross amount	Inward pilotage -	•	193	1	8	By amount paid in respect of pilots -	-	316	6	8
received for -	Outward pilotage	-	123	5	-				•	
•		£.	316	6	8		£.	316	6	8
	•					' <b>-</b>		<del>'</del>		

22 January 1902.

Thomas N. Redington, Secretary.

# PORT OF LIMERICK.

Pilotage is Free. Limits of District. - See p. 212 of Parl. Paper, No. 154 of 1889.

B Y E - L A W S, &c.

See p. 212 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

#### Eastern Division.

Names.	Ages.	Names.	Names. Ages. Names.			Ages.
John Joyce Denis Behan James Hanrahan, sen Thomas Mahony John Hanrahan	60 59 58 58 58	Michael Joyce - Timothy Hanrahan Charles Hanrahan * Mathew Hanrahan John Kelly -		52 48 48 48 48	Michael Reynolds - James Hanrahan, jun. John Fitzmaurice * Timothy Hanrahau † John Behan -	 20

<sup>\*</sup> Captain of a steamship.

#### Western Division.

Names.	Ages.	Names.		Ages.	ЛАЖ	8.		Ages.
Patrick Brennan	69	Michael Griffin -		35	Michael Crotty		-	36
Patrick Brennan (Pat)	38	James Martin -		62	John M'Donnell			56
Michael Scanlan	41	Denis O'Keeffe		67	n			
Sinon Scanlan	59	Felix Brennan -		37	Daniel Behan		•	51
Patrick Scanlan	49	Patrick Brennan, jun.	- <b>-</b>	52	Patrick Cahill		-	69
John Melican	48	Michael Brennan		54	John Downey			42
Michael M'Mahon	61	Thomas M'Namara		63	Court Downey	•	·	74

#### Captains holding Certificates.

Names.		Ages.	Names.	Ages.	Names.	Ages.
John Hetherington - James Tait	-		James Williams Duncan Fletcher			44 54

#### NAMES of APPRENTICES.

Names.	Ages.	· Names.	Ages.	Name	8.			Agos.
Eastern Division.  James Hanrahan Michael C. Hanrahan Charles Hanrahan		Western Division.  Patrick Scanlon	 11111	James O'Keeffe Austin M'Mahon John Costoloe	•	•	-	  

RATES of PILOTAGE, &c.

See p. 109 of Parl. Paper, No. 181 of 1890, and also p. 106 of Parl. Paper, No. 212 of 1892.

<sup>†</sup> Customs officer.

#### PORT OF LIMERICK-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

•					В	RI	T I	вн	V I	888	RL	s.									FO	RE	I G N	V F	ss	EI	LB.							
DISTANCES			σο	AS	TE	RS.					o <b>v</b>	E F	RBE	A.					σο	AS	TE	R 8.				0 7	7 E I	RSE	í A.			Т	OTA	LE.
for which PILOTED.	No		owe	d by			el b		Not	To Ster	wed um.	by		owe Stee		y			wec	l by		owed Steam			t To Ste		d by			ved l				
•	No	. 1	Lmo	unt.	No	A	mou	nt.	No.	Ar	nour	ıt.	No.	At	nou	nt.	No.	A	mot	ınt.	No.	Am	ount.	No.	A	nio	ant.	No.	. 4	Lmo	ant.	No	An	nount
		4	E. s.	d.		£		d.		£		đ.		£.	s.	d.			£. s	. d.		£.	e. d.		2		. d.		1	E. 4	ı. d.		£.	e. d.
From Loopbead to Limerick	-	1	-	-	-	-		•	6	110	7	5	5	94	14	6	-		,	-	-	-	-	3	35	· -	3	4	7	3 13	8	18	313	15 10
From Kilclogher to Limerick	-	.	-	-	-	-		•	4	56	8	7	1	18	2	6	-	-	•	-	-	-	-	1	15	18	4	-	-	-	-	6	90	9 5
From Kilcredane to Limerick	4	10	0 15	-	-	-		-	12	155	1	-	1	14	5	6	2	14	2	2	-	-	-	2	14	2	2	4	4	9 18	8	25	258	4 6
From Scattery to Limerick -	137	270	8 1	3	1	1	10	-		-		- ¦	1	8	16	5	5	22	2 10	8	-	-	-	¦ -	  -		-	-	.	-	-	144	308	18 4
From Grass Island to Limerick.	22	10	11	6	6	2	10	8	-	Ŀ		-	-	-		•	-	<u>-</u>		-	-	-	-	_	<u> </u>		•	_	Ŀ	•	-	28	13	1 1
TOTAL	163	297	7 7	9	7	4	-	3	22	321	17	-	8	135	18	11	7	36	19	10	-	-	•	6	65	-	9	8	12	3 19	3 4	221	984	9 10
, i	1	ı		i				•	i	(	2.)	ا 	0 1	֓֞֞֜֞֜֞֞֜֞֞֜֞֞֞֞֜֞֜֞֟֞֜֝֟֝֓֓֓֓֞֟֜֝֟֝֓֓֓֟֝֟֝֓֓֓֝֟֜֝֟֝֓֓֓֝֟֜֝	ľ, 1	w.	 <b>A</b> ]	R 1	D S	<b>S</b> .		l		!	•			ł	J			•	•	
From Limerick to Loophead	-	-		-	-			-	- !	-	-	:	-	-		-	-	•		-	-	-	-	-	-			1	1	8 19	10	li	18	19 10
From Limerick to Kilologher	-	-		-	-	•		-	- 1	-	-	.	- }	-		-	-	•		-	- 1	-	-	1	3	3	4	2	2	7 €	11	3	30	10 1
From Limerick to Kilcredane	-	-		-	1	2	13	-	2	15	16	3	- '	•		٠	2	7	19	6	- '	-	-	-	-		•	-		-	-	5	26	8 1
From Limerick to Scattery -	162	322	4	4	5	8	8	-	20	175	6	-	10	88	-	7	5	23	14	9	1	8	5 -	4	28	14	10	5	4:	2 19	t -	212	692	5 6
TOTAL	162	322	4	4	6	11	1	-	22	191	2	3	10	88	-	7	7	31	14	3	1	8	5 -	5	31	18	2	8	81	8 18	9	221	768	4 4

#### ACCOUNT of all Monies received and expended in respect of the PILOTAGE FUND.

Dr. To gross amount Inward pilotage received for - Outward pilotage	-	£. 984 768	9	d. 10 4	Cr.  By amount paid in respect of pilots (disbursed monthly)	£. 1,313 110 115 213	11 10	3 11 5
20 January 1902.	£.	1,752	14	2	-	1,752 ecretar		2

# PORT OF LONDONDERRY.

Pilotage is Compulsory, except in the case of vessels under 75 tons register in ballast and colliers outward bound in ballast.

Limits of District.—See p. 215 of Parl. Paper, No. 154 of 1889.

B Y E-L A W S, &c.

See p. 215 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.	Ages.	Service for which Licensed.	Names.	Ages.	Service for which Licensed.
John Smith - Joseph Mitchell Michael Loughrey Con O'Donnell - Charles M'Carron	- 68 - 67 - 58 - 62 - 50	To pilot vessels drawing any draught of water.	Hugh Richardson - Daniel Gillespie - Hugh M'Laughlin - William F. Gillespie	34 35 35 33	To pilot vessels drawing any draught of water.
Thomas Faulkner Charles M'Cann	- 51 - 46		Francis Gillespie -	69	To pilot vessels drawing 18 feet of water.
Daniel M'Devette	- 58	, J	John Gillespie -	28	To pilot vessels drawin

#### PORT OF LONDONDERRY—continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

							ВR	ľ	ľI	S H	V	B	88	B	LS										F	0	R E	I G 1	N .	V I	ss	s e	L	3.				I					
DISTANCES			C	0	A S	31	B	R S.	,		I			o v	E	R S	R	A.				(	o o	A.E	3 T I	E I	RS.	_			(	<b>v</b>	E	R S	e a				T	o <b>T</b> .	A 1	. 8	
for which PILOTED.	No			vec		5		owe Ste			1		To Ste		l by			wei tea	l by m.	,	Not		we am				owed Stea		1		Tor Stea		by	7		ed ean							
	No		Ar	noı	int		No.	A	mo	ont.	1	:0.	Aı	2001	ınt.	No	». '	Απ	104	nt.	No.	A	mo	unt.	N	0.	An	ount	N	TO.	An	nou	nt.	No	. 1	Lmc	nnt	. 1	Vo.	Aı	moi	ant	
			£.	s.	. d			£.		, d	:		£.	4.	d.			£	s.	ď.		£		. d.			£.	s. d			£.	s.	đ.		1	<b>5.</b> 1	. d			£		ı.	d,
rom Sea to London- derry.	304	5	52	2	1		40	68	18	-	2	9	125	4	6	2	1	5	4	-	2	:	5 (	3 4	-	-	•	•		4	18	6	5	17	6	6 1	0 5	18	98	88	6 1	1	9
rom Sea to Moville -	125	2	91	17	7	'	-	-		•		6	231	14	4	_		-			_			•		-	•	•		1	2	7	10	-	L	•	•	2	12	52	6 1	9	9
TOTAL	429	8	43	19	8	,	40	68	18	-	11	.5	356	18	10	2	1	5	4	-	2	,	5 (	3 4	-	-	•	•		5	15	14	3	17	6	8 1	0 5	6	10	1,36	2 1	1	6
														(	2.)	_(	Э	U	T	W	7 A	R	Ι	s	•																		
rom Londonderry to Sea.	191	2	05	5	7		17	14	1	. 4		3	2	10	-	-	-			-	4		5 1	3 11	:	1	-	18 -		1	1	2	6	18	2	9 1	<b>3</b> 1		34	25	9	9	5
om Moville to Sea	4		3	19	1		· <u>-</u>	-		-		_	-			-		-		-	-			-		-     	-	-		-	•		-	-		-	•		4		3 1	19	1
TOTAL	195	2	09	4	8	3	17	14	. 1	. 4		2	2	10	_	-	- -	-		•	4	-	5 1	3 11	-	-   1	_	18 -	- -	1	1	3	6	18	5	29 1	3 1	1 2	38	20	38	8	6

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

To gross amount   Inward pilotage   -     To gross amount   Outward pilotage   -   To amount of fees received from applicants for pilots' licences (1)   -     To amount of fees received from applicants for renewals of pilots' licences (14)   -   To amount of fees received from applicants for masters and mates' certificates (1)   -   To amount of fees received from applicants for renewals of masters and mates' certificates (49)   -   To amount received for rent of watchhouse   -   To amount received for examination fees   -	£. s. d. 1,362 11 6 263 8 6 - 2 6 1 15 - 1 49 1 10 - 1 11 6 159 18 4	By balance brought from last account - By amount paid in respect of pilots - By amount paid in respect of pilot boats, rent, maintenance, allowances, fuel, oil, &c. By amount paid as contributions to pilots' pension or superannuation fund - By amount paid in respect of pilots' licences and pilotage certificates - By other expenses of pilotage authority: Uniform clothing - Improvement of boat port, &c. By amount paid for commission on collection By amount paid for examiners or examina- tions -	£. s. d. 366 5 8 1,093 7 3 40 13 8 105 14 4 49 5 8 66 3 6 32 4 10 83 19 5
To balance carried to next account	1,840 17 4	£.	1,840 17 4

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

	£.	8.	d.	Cr.,	£.	8.	d
.	1,000	~	-	By amount paid for pensions or superannus-	100		
r.				tions to pilots (6)	190	_	-
1				By balance carried to next account	1,000	-	-
d	105	14	4				
-	49	5	8				
	85	-	_				
g.  -	1,190		_	£.	1,190		
1	d	1,000	1,000 - 105 14 105 14 105 14 105 14	105 14 4 dd 49 5 8 85	By amount paid for pensions or superannustions to pilots (6)  By balance carried to next account  49 5 8 85	1,000 By amount paid for pensions or superannustions to pilots (6)  By balance carried to next account - 1,000  105 14 4  49 5 8 85	By amount paid for pensions or superannus- tions to pilots (6)  By balance carried to next account  190 -  1,000 -  1,000 -  1,000 -  1,000 -

21 January 1902.

James Dawson, Secretary.

# PORT OF NEWRY.

Pilotage is Free. Limits of District.—See p. 217 of Parl. Paper, No. 154 of 1889.

# BYE-LAWS, &c.

See p. 217 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.	Ages.	Names.	-	Ages.	Names.	 Ages.
John M'Ateer Alexander Irwin Ross Parks Charles Bailey	60 63 58 70	John Morton - J. H. Toombs - Alexander Parks	• •	48 47 55	James Irwin Patrick O'Neill James Anderson	 57 59 47

#### RATES of PILOTAGE.

Sec p. 105 of Parl. Paper, No. 275 of 1895.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

# (1.)—I N W A R D S.

		В	RIT	ISH	VE	SSE	LS.	•		F	ORE	I G N	VE	SSE	LS.	1			
DISTANCES		CO	ASTI	CRS.			vo	ERS	EA.		-	OVE	RSE	۱.		T	ATC	LS.	
for which PILOTED.		Towed	by		owed Steam			Tow Stear	ed by		Tow Stean	ed by		'owe Stea					
•	No.	Amo	unt.	No.	Am	ou <b>nt.</b>	No.	Am	ount.	No.	Am	ount.	No.	An	ount.	No.	Am	oun	t.
From Warrenpoint Roads to Newry.	197	£. 79 1	s. d. 19 8	-	£.	s. d. -	1	€. 3	s. d.	5	£. 11	<b>s. d.</b> 13 9	3	£.	s. d	206	£.	s. 14	d. 8
			•						V A I										
From Newry to Warrenpoint Roads.	197	<b>39</b> 1	19 8	-	•	-	1	!   1	10 –	6	6	7 2	2	2	10 6	206	50	7	4

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.		£.	8.	d.	Cr.	£.	8,	<i>d</i> .
To gross amount	Inward pilotage -	100	14	8	By amount paid in respect of pilots -	151	2	
received for	Outward pilotage -	50	7	4	,			
	£.	151	2	-	£.	151	2	-

30 January 1992.

George R. Armstrong, Secretary.

# PORT OF NEW ROSS.

Limits of District.—See p. 320 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.	Ages.	Names.	Ages.
Michael Allen Henry Payne	1	Edward Kearns Michael Whelan	55 54

#### RATES of PILOTAGE.

See p. 181 of Parl. Paper, No. 265 of 1900.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

DISTANCES		BRITISH	VES	SELS.		REIGN Essels.		
for which		COAS	TER	3.	οv	ERSEA.	Т	OTALS.
PILOTED.	Not To	owed by Steam.	Tow	ed by Steam.	Tow	ed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Cheek Point to New Ross -	86	£. s. d. 100 1 -	_	£. s. d.	-	£. s. d.	86	£. s. d.
		(2.)—0	U T '	WARDS.				
From New Ross to Cheek Point -	86	100 1 -	-		-		86	100 1 -

### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	8,	d.	Cr.	£.	s.	<b>d.</b>
To gross amount Inward pilotage -	100	1		By amount paid in respect of pilots -	150	1	6
received for -\Outward pilotage -	100	1		By amount paid in respect of pilot's widow	13	_	_
				By balance carried to next account -	37	_	6
£.	200	2	-	£.	200	2	· <b>-</b>

5 February 1902.

John Kenny, Secretary.

# PORT OF SLIGO.

Pilotage is Compulsory Inwards, but not Outwards. Limits of District.—See Bye-law 2, p. 120 of Parl. Paper, No. 263 of 1893.

BYE-LAWS, REGULATIONS, and RATES, &c.

See p. 120 of Parl. Paper, No. 263 of 1893, and p. 106 of Parl. Paper, No. 275 of 1895.

#### NAMES of PILOTS.

Names.	Ages.	Names.		Ages.	Service for which Licensed.
William Gillen James McGowan John Conway Andrew Kilgallen, jun.	- 64 - 54 - 58 - 56	Michael Gillen Andrew Kilgallen Patrick Bruen -		52 55 46	Inside or river district.
Patrick McGowan - Micanel McLoughlin John Heraghty -	-   52 - 63 - 61	Joseph McGowan  James Carway -  Michael Heraghty	: :	61 46	Outside or sea district.
Francis Kilgallen - Owen Gillen	-   38 -   41 -   43	Joseph Kilgallen Michael J. Gillen James Bruen -	: :	27 26 23	Inside or river district (not
Francis Devaney -	- 47 - 31 - 42	John Kilgallen Patrick McGowan	-	21 20 -	Outside or sea district (not licensed).

#### NAMES of APPRENTICES.

Names.	Ages.	Names.	Ages.	Service for which Apprenticed.
Francis Heraghty - Roddy Carway -	21 24	Martin Horte Michael McLoughlin -	27 15	Outside or sea district.
James Kilgallen -	- 19	Patrick Bruen	19	Inside or river district.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

### (1.)—I N W A R D S.

	<u>,</u>																	
		BRITISH VESSELS.								FOREIGN VESSELS.								
DISTANCES for which PILOTED.		COA	COASTERS. OVERSEA.						COASTERS. OVERSKA.						١.	TOTALS		
		Not Towed by Steam.				Not Towed by Towed by Steam.			Not Towed by Steam.		Not Towed by Steam. Towed by				,			
	No.	Amount	N	Amount.	No.	Amount	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount
From Wheat Rook to Sligo.	312	£. s. 380 18	z. 6 2	£. s. d.	20	£. s. d.	5	£. s. d. 12 17 6	1	£. s. d. 2 3 6	1	£. s. d. 2 11 3	2	£. s. d. 5 15 3	10	£. s. d. 31 3 6	354	£. e. d
					•	(2.)-	o t	T W .	A. R	DS.	•	,	•	•			•	
From Sligo to Wheat Rook	93	105 4	-   -		17	20 4 9		4 13 -	1	1 5 -	-		6	; ; 7 19 3		10 7 -	129	10 18

#### PORT OF SLIGO-continued.

# AMOUNT received for Pilotage of Vessels in 1901—continued.

#### INWARDS.

	Number	AMOUNT.								
Vessels changing at Bungar.	of Vessels.	For Pilotage below Bungar.	For Pilotage above Bungar.	TOTAL.						
Amount paid by such vessels piloted into the port of Sligo as have, before reaching their port of destination, to take or pay for two or more pilots, with the number of vessels raying the same.  N.B.—Change of pilots takes place at Bangar.	134	£. 4. d. 134 17 4	£. s. d. 114 13 3	£. s. d. 249 10 7						

No change of pilot outwards.

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	<b>s</b> .	d.	Cr.	£.	s.	d
To balance brought from last account -	11	17	6	By amount paid in respect of pilots -	<b>533</b>	14	9
To gross amount Inward pilotage -   received for - Outward pilotage -	421 149		-	By amount paid as contributions to pilots' pension or superannuation fund	36	9	2
To amount of fees received from applicants for renewals of pilots' licences		13	-	By amount paid as gratuity to widows and children of pilots, apprentice pilots, coal, rent, caps, flags, &c.	50	3	1
To amount of fees received from appli- cants for renewals of masters' and				By amount paid for other officers -	72	-	-
mates' certificates	13	-	-	By balance carried to next account -	108	17	9
To amount received for fines and forfeitures from licensed pilots	1	_	-				
To amount received for fines and forfeitures from other persons	4	2	_				
To amount received from other sources :							
Contributed by pilots to pension fund	26	9	2				
Contributed by Harbour Commissioners towards general expenses -	113	8	1				
Contributed by Harbour Commissioners towards sea pilotage	60	-	-				
£.	801	4	9	£.	801	4	9

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.	£.	5.	d.	Cr.	£.	<b>s</b> .	d.
To balance brought from last account -	2	16	-	By amount paid for pensions or super- annuations to pilots (4)	27	10	-
To amount received as contribution to superannuation and pension fund from pilots	26	9		By amount paid for pensions or superannuations to widows (3)	8	19	2
To amount received from other sources	10	_	-	By balance carried to next account -	2	16	-
£.	89	5	2	£.	39	5	2

18 February 1902.

Thomas J. Mercer, Secretary.

#### PORT OF WESTPORT.

Pilotage is Compulsory. Limits of District.—See p. 226 of Parl. Paper, No. 154 of 1889.

#### BYE-LAWS &c.

See p. 226 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Thomas Gibbons 61 Patrick Hopkins, sen 72 William P. Gibbons - 29  John Gibbons 63 Patrick Kelly 53 Patrick Hopkins, jun 31	Names.	Ages.	Names.	Ages	Namis.	Ages.
	Thomas Gibbons	61	Patrick Hopkins, sen.	- 72	William P. Gibbons -	29
; <b>1</b> • • • • • • • • • • • • • • • • • • •	John Gibbons	63	Patrick Kelly -	- 53	Patrick Hopkins, jun	31
Thomas John Gibbons - 66 Thomas Kelly 45	Thomas John Gibbons	66	Thomas Kelly -	- 45		<u> </u>

#### RATES of PILOTAGE.

See p. 226 of Parl. Paper, No. 154 of 1889.

# AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

DISTANCES for which PILOTED.	В	RITISH	VE	SSELS.	F	OREIGN					
	C	DASTERS.	0	VERSEA.	CC	ASTERS.	0,	VERSEA.	TOTALS.		
	No.	Amount.	No.	Amount.	No. Amount.		No. Amount.		No.	Amount.	
One mile outside Inisgort Light- house to Anchorage, or to Westport Quay.	137	£. s. d. 141 19 4½	3	£. s. d. 20 11 9	-	£. e. d.	-	£. s. d.	140	£. s. d.	
		(2.)-	-o t	J <b>T W A I</b>	R D S	8.					
From Anchorage or Westport Quay to outside Inisgort Light- house.	137	141 19 41	3	20 11 9	-		-		140	162 11 11	

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.		1	£.	8.	d.	Cr.	1	ε.	8.	л. Л.
To gross amount received for	Inward pilotage	<b>-</b> :	162	11	11	By amount paid in respect of pilots -		90		
received for	Outward pilotage	- '	162	11	13	By amount paid in respect of pilot boats	;	20	_	_
					•	By amount paid in respect of maintenance, collection, &c.	. ;	14 1	13	11
		£.	325	2	3	£.	3	25	2	3
24 February	1902.					Joseph M. McBride,	Secr	eta	ry.	

# PORT OF WEXFORD.

Pilotage is Compulsory. Limits of District.—See p. 227 of Parl. Paper, No. 154 of 1889.

BYE.LAWS, &c.

See p. 228 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

Names.	Ages.	Names.	Ages.	Service for which Licensed.
Captain Richard Smith*	32	William Dunn	42	)
Lawrence Neil	65	Patrick Marlow	40	
Laurence Duggan -	62	T. Blake	36	To pilot vessels within the pilotage limits, i.e., an imaginary line drawn from the Greenore
Walter Breen	56	Peter Furlong	42	Point to the south end of Long Bank, and along the inside of Bank to an imaginary
Evans Byrne	54	J. B. Nicholas Saunders	79	line drawn from the north end of Bank to Blackwater Head.
~	. 47	Martin Furlong	65	Diagramet Heat.
W. Saunders	42	Moses Murphy	65	J .
Patrick Roche	79	W. Nolan	76	) m . n
Nicholas Doyle	75	F. Rowe	73	To pilot vessels within the harbour limits only, i.e., an imaginary line drawn from the
M. Rowe	79			Point of Fort to the Raven Point.
		Pilot master.	ı	•

# RATES of PILOTAGE.

See p. 226 of Parl. Paper, No. 154 of 1889.

# AMOUNT received for PILOTAGE of VESSELS in 1901.

		В В	ITIS	H VESSEI		BRIGN ESSELS.					
DISTANOES		COAS	TERS	J.	10	VERSEA.	0.0	ERSEA.	TOTALS.		
for which PlLOTED.	Not	Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
•,	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
From Bay to Quay - • • -	- 123	£. s. d. 170 11 2	526	£. s. d. 755 <b>2</b> -	2	£. s. d. 8 4 2	1	£. s. d. 1 6 -	652	£. z. d 935 3 4	
				TWAE							
From Quay to Bay	- 519	144 8 6	130	82 - 4	2	2 10 3	1	1 8 -	652	280 4 3	

#### PORT OF WEXFORD—continued.

# ACCOUNT of all Monies received and expended in respect of the PILOTAGE FUND.

Dr.		£.	8.	d.	Cr.	£.	8.	d.
To balance brought from last account	-	1,894	10	9	By amount paid in respect of pilots	841	14	1
To gross amount   Inward pilotage - received for - Outward pilotage	-	935 230		4	By amount paid in respect of pilot boats - By amount paid in respect of contributions to pilots pension or superannuation	66	19	7
					fund	41	5 1	-
					By balance carried to next account	2,081	19	-
	£.	3,059	18	2	£.	3,059	18	2

# ACCOUNT of all Montes received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.	:	£.	s.	d.	. Cr.	•	£.	8.	d.
To amount received as contribution t superannuation and pension fund from pilots	o m	41	5	_	By amount paid for annuations to wido	r pensions or super- ws	41	5	<u>:</u>

16 June 1902.

John F. Walsh, Secretary.

# \* PORT OF WATERFORD (1897).

Pilotage is Compulsory. Limits of District.—See p. 222 of Parl. Paper, No. 154 of 1889.

#### BYE-LAWS.

See p. 114 of Parl. Paper, No. 181 of 1890, and p. 130 of Parl. Paper, No. 160 of 1894.

#### NAMES of PILOTS.

Names. A			Ages.	Names.		Ages.	Names.		Ages.	
James Barry - Felix Ryan - John Donnolly - John Kennedy - Thomas Power John Rogers - Thomas Ryan -		-	69 48 57 57 80 57 44	Thomas Power, jun.  James Donnolly  Thomas Fitzgerald  Maurice Butler  Philip Boutcher  Richard Butler  William Fitzgerald	•	33 49 47 47 51 50 43	T. H. Power - Thomas Glody Philip Murphy James Walsh Thomas Kennedy Andrew Rogers †'atrick Rogers		-	57 43 32 32 32 47 60

† Patrick Rogers is a licensed pilot, but now acts as pilot boat master.

#### RATES of PILOTAGE.

See p. 120 of Parl. Paper, No. 251 of 1891,

AMOUNT received for PILOTAGE of VESSELS in 1897.

# (I.)—I N W A R D S.

		BRIT	ISH	V E S S	E L S.	FOREIGN				_			
DISTANCES for which PILOTED.	•	OASTEI		O' Not To	VERSE					TOTALS.			
PILOTED.	No.	No. Amount.		No. Amount.			No. Amount.			No. Amor		ount.	
		£.	s. d.	!	£.	s. d.		£.	*. d.		£.	s. d.	
From Out Station to Waterford -	-		•	12 !		2 2	13		18 -	25	273	10 2	
rom Tower to Waterford	408	561		18	<b>226</b>	18 7	4	40	2 6	430	828		
rom Tower to Passage	10	4 :		-	•	-	-	•	-	10		17 9	
rom Tower to Cheekpoint -	149	99 1	18 5		•	-		<u> </u>	-	149	99	18 5	
TOTAL	567	666	6 8	30	390	0 9	17	150	- 6	614	1,206	17 11	

#### (2.)—O U T W A R D S.

From Waterford to Sea From Waterford to Passage -	408	321 19 4	30	190 1 5	17 -	93 13 4	47 408	285 14 9 321 19 4
· TOTAL	408	321 19 4	. 30	190 1 5	17	98-13 4	455	610 14 1

<sup>\*</sup> These Returns for the years 1897-1900 were not received by the Board of Trade until the present year, and they are therefore included in this Parliamentary Paper.

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	8.	d.	Cr.	£.	s.	d.
(Inward pilotage	1,206	17	11	By balance brought from last account			
To Stoss simount)	!				1,131		
received for Outward pilotage	610	14	1	By amount paid in respect of pilot	1		
				boats	182	4	8
To amount of fees received from appli-	!			By amount paid in respect of con-	İ		
cants for masters and mates' certi-		_		tributions to pilots' pension or super-			
ficates	3	3	-	annuation fund	320	4	8
m	ļ.,			By amount paid in respect of ex-		_	
To amount of fees received from appli-				aminers' fees	3	3	_
cants for renewals of masters and	-0			By amount paid in respect of Passage			
mates' certificates	58	1	4	office rent	10	-	_
T				By amount paid in respect of boat			
To amount of fees received for mooring	10	10		service at Passage	50	_	_
and unmooring	. 19	10	_	By amount paid in respect of sundries	9	8	_
To balance	7,072	10	4	By amount paid for proportion			
10 ortanee	1,012	19	*	of general management expenses	0.5		
				charged to pilotage revenue By amount paid for pilot master -	25 120	_	_
	i			By amount paid for clerk	30	_	-
	;			by amount paid for cierk	- 30		
					9,021	5	8
				Less-Charged to tonnage and local	-		
				lights revenue	50	_	_
_ <b>£.</b>	8,971	5	8	£.	8,971	5	8

#### ACCOUNT of all Monies received and expended in respect of the Pilors' Pension or SUPERANNUATION FUND.

Dr.	£.	s.	d.	Cr.	£.	8.	d.
To amount received as contribution to superannuation and pension fund:				By amount paid as sick pay to pilots -	28	15	8
From pilotage revenue	262	3	4	By amount paid for pensions or super- annuations:			
As surplus balance from payments				Pilots (8)	210	-	_
for masters and mates' pilotage certificates	58	1	4	Widows (7)	69 12	9	_
• · £.	320	4	8	£.	320	4	8

#### PORT OF WATERFORD (1898).

Pilotage is Compulsory. Limits of District.—See p. 222 of Parl. Paper, No. 154 of 1889.

#### BYE-LAWS.

See p. 114 of Parl. Paper, No. 181 of 1890, and p. 130 of Parl. Paper, No. 160 of 1894.

#### NAMES of PILOTS.

Names.			Ages.	Names.	 Ages.	Names.	Ages.	
James Barry - Felix Ryan - Andrew Rogers John Donnolly John Kennedy - Thomas Power John Rogers -	-		70 49 48 58 58 81 58	Thomas Ryan Thomas Power, jun. James Donnolly Thomas Fitzgerald Isaac Ryan Maurice Butler Philip Boutcher	 45 34 50 48 60 48 52	Richard Butler William Fitzgerald Thomas H. Power Thomas Glody Philip Murphy James Walsh - *Patrick Rogers		44 58 44 33 33

<sup>\*</sup> Patrick Rogers is a licensed pilot, but now acts as pilot boat master.

# RATES of PILOTAGE.

Sec p. 120 of Parl. Paper, No. 251 of 1891.

#### AMOUNT received for PILOTAGE of VESSELS in 1898.

#### (1.)—INWARDS.

	i I	BRITISH	VES	SELS.	F	OREIGN				
DISTANCES for which	Co	ASTERS.	О	VERSEA.	V	ESSELS.	TOTALS.			
PILOTED.	Not To	Not Towed by Steam.		owed by Steam.	Not To	owed by Steam.				
	No. Amount.		No.	Amount.	No.	Amount.	No.	Amount.		
From Out Station to Waterford - From Tower to Waterford - From Tower to Passage - From Tower to Cheekpoint - TOTAL	384 44 129 557	518 1 2 18 6 - 88 8 1 624 15 3	11 23 - - 34	£. s. d.  148 18 7 163 7 10	15 10 - - 25	£. s. d. 117 10 9 67 9 9 185 - 6	26 417 44 129	£. s. d. 323 9 4 748 18 9 18 6 0 88 8 1		
		(2.)—	: O U T	WARDS.						
rom Waterford to Sea	379	300 6 5	44	172 17 11	25	123 11 11	448	596 16 3		

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

<i>Dτ</i> .	1		d.	Cr.	£.	<i>s</i> .	<b>d.</b>
To gross amount Inward pilotage -	1,122	2	2	By balance brought from last account	7,072		4.
received for Outward pilotage -	596	16	3	By amount paid in respect of pilots - By amount paid in respect of pilot	1,111		
To amount of fees received from appli-				boats By amount paid in respect of contri-	198	6	5
cants for masters and mates' certificates (6)	31	10	-	butions to pilots' pension or super- annuation fund	331	11	-
To amount of fees received from appli-				By amount paid in respect of examiners' fees	17	17	
cants for renewals of masters and mates' certificates	60	7	-	By amount paid in respect of Passage office rent By amount paid in respect of medical	ìo	_	-
To amount of fees received for mooring and unmooring	17	_	_	attendance By amount paid in respect of boat	15	6	-
and dimooring				service at Passage	50	_	_
To amount received from sale of old material	1	10	-	By amount paid in respect of sundries By amount paid for proportion of		3	7
m	7 116	9	9	general management expenses			
To balance	7,116	9	9	charged to pilotage revenue -	25	_	-
				By amount paid for clerk By amount paid for pilot master -	30 120	_	_
				Less-Charged to tonnage and local	8,995	16	_
				lights revenue	50	-	_
£.	8,945	16	-	£.	8,945	16	_

ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.	£.	8.	d.	Cr.	£.	8.	d.
To amount received as contribution to superannuation and pension fund:  From pilotage revenue	271	4	-	By amount paid as sick pay to pilots  By amount paid for pensions or super- annuations:	40	14	6
As surplus balance from payments for masters and mates' pilotage certificates	60	7	-	Pilots (8) Widows (7) Orphans (1)	205 73 12	6 10 -	6 - -
£.	381	11		£.	331	11	-

20 November 1900.

J. Allingham, jun., Secretary.

# PORT OF WATERFORD (1899).

Pilotage is Compulsory. Limits of District.—See p. 222 of Parl. Paper, No. 154 of 1889.

#### BYE-LAWS.

See p. 114 of Parl. Paper, No. 181 of 1890, and p. 130 of Parl. Paper, No. 160 of 1894.

#### NAMES of PILOTS.

Ages.	Names.	Ages.	os. Names.				
71	Thomas Power, jun	35	Maurice Butler	49			
50	James Walsh	34	Philip Boutcher	53			
49	Thomas Fitzgerald	49	Richard Butler	52			
59	Philip Murphy	34	William Fitzgerald	45			
59	Patrick Donnolly	24	T. H. Power	59			
59	James Bell	25	Thomas Glody	45			
46	Isaac Ryan	61	*Patrick Rogers	62			
	71 50 49 59 59	Thomas Power, jun.  James Walsh  Thomas Fitzgerald  Philip Murphy  Patrick Donnolly  James Bell	71 Thomas Power, jun 35  50 James Walsh 34  49 Thomas Fitzgerald 49  59 Philip Murphy 34  59 Patrick Donnolly - 24  59 James Bell 25	71 Thomas Power, jun 35 Maurice Butler 50 James Walsh 34 Philip Boutcher 49 Thomas Fitzgerald 49 Richard Butler 59 Philip Murphy 34 William Fitzgerald 59 Patrick Donnolly 24 T. H. Power 59 James Bell 25 Thomas Glody			

<sup>\*</sup> Patrick Rogers is a licensed pilot, but now acts as pilot boat master.

RATES of PILOTAGE.

See p. 120 of Parl. Paper, No. 251 of 1891.

#### AMOUNT received for PILOTAGE of VESSELS in 1899.

# (1.)—I N W A R D S.

		BRITISH	VES	SELS.	F	OREIGN				
DISTANCES for which	C	DASTERS.	О	VERSEA.	V.	ESSELS.	TOTALS.			
PILOTED.	Not To	owed by Steam.	Not To	owed by Steam.	Not To	owed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Waterford From Tower to Waterford From Tower to Passage From Tower to Checkpoint	368 67 170 605	£. s. d.  438 3 10 34 19 9 108 3 -  581 6 7	11 8 - - 19	£. s. d.  153 4 10  99   252 4 10	19 3 - - 22	£. s. d. 206 19 9 12 8 9 219 8 6	30 379 67 170 646	£. s. d. 360 4 7 549 12 7 34 19 9 108 3 -		
		<b>(2.)—</b> 0	UT	WARDS.						
From Waterford to Sea From Waterford to Passage -	383	275 4 7	18 -	129 2 4	22 -	124 13 11	40 383	253 16 3 275 4 7		
TOTAL	383	275 4 7	18	129 2 4	22	124 13 11	423	529 - 10		

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

Dr.	£.	8.	d.	Cr.	£.	8.	d.
To gross amount   Inward pilotage -	1,052	19	11	By balance brought from last account	7,116	9	9
received for Outward pilotage	529	_	10	By amount paid in respect of pilots -	1,015	11	1
M				By amount paid in respect of pilot boats	199	19	6
To amount of fees received from applicants for masters and mates' certificates (6)	31	10		By amount paid in respect of contri- butions to pilots' pension or super- annuation fund	351	11	R
To amount of fees received from applicants for renewal of masters and				By amount paid in respect of examiners' fees		17	-
mates' certificates  To amount of fees received for mooring	43	1	3	By amount paid in respect of Passage office rent	10	-	_
and unmooring	21		-	By amount paid in respect of medical attendance	15	6	-
To balance	7,235	3	5	By amount paid in respect of boat service at Passage	50	-	_
	İ			By amount paid in respect of sundries	11	-	5
				By amount paid for proportion of general management expenses charged to pilotage revenue -	25	_	_
	ļ			By amount paid for clerk	30	_	_
				By amount paid for pilot master -	120	-	_
				Less—Charged to tonnage and local	8,962	15	5
		·		lights revenue	50		_
£.	8,912	15	5	£.	8,912	15	5

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.	£.	8.	d.	Cr.	£.	8.	d.
To amount received as contribution to superannuation and pension fund:  From pilotage revenue	294	17	5	By amount paid as sick pay to pilots - By amount paid for pensions or super- annuations:	66	19	8
As surplus balance from payments for masters and mates' pilotage certificates	56	14	3	Pilots (8) Widows (7) Orphans (1)	199 73 12	10 -	-
£.	351	11	8	£.	351	11	8

21 November 1900.

J. Allinghum, jun., Secretary.

# PORT OF WATERFORD (1900).

Pilotage is Compulsory. Limits of District.—See p. 222 of Parl. Paper, No. 154 of 1889.

#### BYE-LAWS.

See p. 114 of Parl. Paper, No. 181 of 1890, and p. 130 of Parl. Paper, No. 160 of 1894.

# NAMES of PILOTS.

Names.			Ages.	Names.	Ages	. Names.	Ages
James Barry -	•	•	72	Thomas Ryan	 47	Philip Boutcher	54
Felix Ryan -	-	•	51	Thomas Power	 36	Richard Butler	53
Andrew Rogers	-	•	50	James Walsh -	 35	William Fitzgerald	46
John Donnelly -	-	-	60	Thomas Fitzgerald	 50	T. H. Power	60
John Kennedy -	-	•	60	Philip Murphy	 35	T. Glody	37
John Rogers -	•	•	60	Isaac Ryan -	 62	Patrick Donnelly	25
Patrick Rogers -	•		63	Maurice Butler	 50	James Bell	26

<sup>\*</sup> Patrick Rogers is a licensed pilot, but now acts as pilot boat master.

RATES of PILOTAGE.

See p. 120 of Parl, Paper, No. 251 of 1891.

Section 1

# AMOUNT received for PILOTAGE of VESSELS in 1900.

# (1.)—I N W A R D S.

		BRITISH	VESS	ELS.	F	REIGN				
DISTANCES	C	DASTERS.	О	VERSEA.	V	ESSELS.	TOTALS.			
for which PILOTE D.	Not To	owed by Steam.	Not To	wed by Steam.	Not To	owed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Out Station to Waterford - From Tower to Waterford - From Tower to Passage - From Tower to Cheekpoint - TOTAL	370 31 135 536	491 9 3 15 13 11 84 3 6	11 10 21	£. s. d. 154 16 9 114 2 268 18 9	5 4 - - 9	£. s. d. 47 19 3 33 - 6	16 384 31 135	£. s. d.  202 16 - 638 11 9 15 13 11 84 3 6		
		(2.)—(	O U T	WARDS.						
From Waterford to Sea - • From Waterford to Passage -	370	287 1 -	21	136 11 3	9 -	46 5 6	30 370	182 16 9 287 1 -		
TOTAL	370	287 1 -	21	136 11 3	2	46 5 4	400	469 17 9		

# ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

<i>Dr.</i>	£.	8.	d.	Cr.	£.	8.	d.
To gross amount finward pilotage -	941	5	2	By balance brought from last account	7,235	3	5
received for Outward pilotage	469	17	9	By amount paid in respect of pilots -	830	7	4
To amount of fees received from appli- cants for masters and mates' cer-				By amount paid in respect of pilot boats	154	9	11
tificates (3)	15	15	-	By amount paid in respect of contri- bution to pilots' pension or super- annuation fund	329	2	2
To amount of fees received from applicants for renewals of masters and mates' certificates (54)	54	_	_	By amount paid in respect of boat service at Passage	50	_	_
To amount of fees received for mooring and unmooring	15	_	_	By amount paid in respect of Passage office rent	10	_	_
To balance	7,308		5	By amount paid in respect of examiners' fees	9	9	_
				By amount paid in respect of medical attendance (two years)	28	16	_
				By amount paid in respect of gratuity to cutter pilots	22	-	-
				By amount paid in respect of incidentals	9	14	6
				By amount paid for pilot master -	120	-	-
				By amount paid for clerk	30	-	-
				By amount paid for proportion of general management charges -	25	_	
				İ	8,854	2	4
				Less-Charged to other accounts -	50	_	_
£.	8,804	2	4	£.	8,804	2	4

ACCOUNT of all	Montes received	d and expende	d in	respect o	f the	Pitors'	PENSION	or
	Su	PERANNUATIO	τFυ	ND.				

Dr.	£.	8.	d.	Cr.	£.	8.	d.
To amount received as contribution to superannuation and pension fund:  From pilotage revenue  As surplus from issue and renewal of masters and mates' certificates	268 60	16 6	2 -	By amount paid as sick pay to pilots  By amount paid for pensions or superannuations:  Pilots (6) Widows (8) Orphans (1)	172	7 18 -	_
£.	329	2	2	£.	329	2	2

24 March 1902.

J. Allingham, jun., Secretary.

# PORT OF WATERFORD (1901).

Pilotage is Compulsory. Limits of District.—See p. 222 of Parl. Paper, No. 154 of 1889.

BYE-LAWS.

See p. 114 of Parl. Paper, No. 181 of 1890, and p. 130 of Parl. Paper, No. 160 of 1894.

#### NAMES of PILOTS.

Names.	Ages.	Names.		Ages.	Names.			Ages.
Felix Ryan	- 52	James Walsh	-	36	William Fitzgerald	-	•	47
Andrew Rogers -	- 51	Thomas Fitzgerald -	-	51	Thomas H. Power	-	-	61
John Donnolly	- 61	Philip Murphy -		36	Thomas Glody	-	-	38
John Rogers	- 61	Maurice Butler -	-	51	Patrick Donnolly	-	-	26
James Barry	- 73	Philip Boutcher -	-	55	James Bell •	-	_	27
Thomas Ryan	- 48	Richard Butler -		54	*Patrick Rogers	-	-	64
Thomas Power, jun.	- 37	· ·						

<sup>\*</sup> Patrick Rogers acts as master of the pilot cutter.

RATES of PILOTAGE.

See p. 120 of Parl. Paper, No. 251 of 1891.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

# (1.)--I N W A R D S.

		BRITISH	VESS	SELS.	F	OREIGN				
DISTANCES	C	OASTERS.	О	VERSEA.	v	ESSELS.	TOTALS.			
for which PILOTED.	Not To	owed by Steam.	Not To	owed by Steam.	Not T	owed by Steam.				
	No.	Amount.	No.	Amount,	No.	Amount.	No.	Amount.		
From Out Station to Waterford - From Tower to Waterford - From Tower to Cheekpoint - From Tower to Passage -	- - 499 157 36	£. s. d.  656 18 10 94 18 6 18 19 1	11 10 - - 21	£. s. d.  141 8 10  141 2 -  282 10 10	9 11 20	£. s. d.  79 - 7 88 2 3	20 520 157 36	£. a. d.  220 9 5  886 3 1  94 18 6  18 19 1		
TOTAL	1 692			W A R D S.	20	167 2 10	733	1,220 10 1		
From Waterford to Sea From Waterford to Passage -	499	394 13 5	21	144 17 7	20 -	101 9 10	41 499	246 7 5 394 13 5		
TOTAL	499	394 13 5	21	144 17 7	20	101 9 10	540	641 - 10		

#### ACCOUNT of all Monies received and expended in respect of the Pilotage Fund.

$D\tau$ .	£.	s.	d.	Cr.	£.	8.	d.
To gross amount Inward pilotage -	1,220	10	1	By balance brought from last account			5
received for - Outward pilotage -				By amount paid in respect of pilots -	1,197		
(Outmata prompo	641	-	10		213	9	5
To amount of fees received from appli-				By amount paid in respect of con-			
cants for masters and mates' cer-	_	_		tributions to pilots' pension or			
tificates (1)	5	5	-	superannuation fund	310	17	7
To amount of fees received from appli-	Ì			By amount paid in respect of Passage			
cants for renewals of masters and		_	_	office rent	10	-	_
mates' certificates (57)	56	1	8				
To amount of fees received for mooring				service at Passage	50		_
and unmooring	20	_	-	By amount paid in respect of sundries	7	19	1
To proportion of pilot master's salary				By amount paid for proportion			
charged to tonnage revenue	25	-	-	of general management expenses			
To proportion of pilot master's salary	!			charged to pilotage revenue	25	_	-
charged to local lights revenue -	25		_	By amount paid for pilot master -	120	_	
To balance	7,283	2	11	By amount paid for clerk	30	-	_
				By amount paid for examiners	3	3	-
£.	9,276	7	6	£.	9,276	7	6

# ACCOUNT of all Monies received and expended in respect of the Pilots' Pension or Superannuation Fund.

Dr.	£. s. d.	Cr.	£.	<i>s</i> .	<b>d.</b>
To amount received as contribution to superannuation and pension fund:  From pilotage revenue  As surplus balance from issue and renewals of masters and mates' pilotage certificates	252 13 11 58 3 8	By amount paid as sick pay to pilots -  By amount paid for pensions or super- annuations:  Pilots (6)  Widows (8)  Orphans (2)  Special grant to one orphan -	51 134 84 21 20	13 - 3 -	7 6 6 - -
£.	310 17 7	£.	310	17	7

16 May 1902.

J. Allingham, jun., Secretary.

# CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND,

AN ACCOUNT of the RECEIPT and EXPENDITURE of all Monies received by or on behalf of (Prepared in pursuance of the Act

					RI	E C	EII	Υ.								
											£.	s.	d.	£.	8.	d
Fees under the Ac	t:															
On pilots' lice	ences i	issue	d -	-	-	-	-	-	•	-	44	2	-			
On grant of a		-	~		•	-	-	-	-	-		14	-			
On pilots' lice			•		•	-	•	-	-	-	1,065		-			
On certificates On certificates						• g -	•	-	-		362 1,099		3			
Contributions :														2,585	19	•
Poundage on	pilots	' ear	nings in	Londo	n and	at th	e out	ports	•	-	-			3,762	19	;
Dividends on Stoc	ks:															
One year's div	vidend	l on .	£.10,000	Manc	hester	3 ре	r cent		-	-	300	_	_			
Ditto	-	-	10,000			_		-	~	-	283	15	-			
Ditto	-	-	10,000	Bradf	ord 3	per c	ent.	•	-	-	282	10	-			
Ditto	•	-	•	13 <i>s</i> . 6			-		-	-	103	10	4			
Ditto	•	-	5,000	Londo			th-We	stern	Railw	ay						
Div			0.400	-	er cen		- D-:1	- 0 -	•		189		8			
Ditto Ditto	-	-	9,400 11,2 <b>8</b> 0	Great				-		nt.	266 266	2 2	9			
Ditto	•	_	-	Caled						-	136	1	9 5			
Ditto	-	-		Londo			-	-		, a v	100	•	١ '			
2100			0,200		er cen		-	-	-	-	177	1	10			
Ditto	•	-	9,600	North	-East	ern R	ailwa	y 3 pe	r cent		271	16	-			
Ditto	•	-	5,900	Great	West	ern I	Railwa	y 5 p	er cen	t.	279	12	9			
											2,556	4	6			
Returned incom	me ta	x on	dividend	ls -	-	•	•	•	•	-	109	13	_	2,665	17	•
fiscellaneous:	_				_				_					-,000		•
Amount received	nd pag	ymer	t of fore	eign pi	lotage	in t	he Po	rt of								
under section			the Merc	hant S	hippi	ng A	ct, 18	94	-	-	100	-	-			
Fines and pen Amount of ch			 foos uno	- laimad	on fo	- -faita	• ผ	-	-	-	3	-	-			
Amount trans								•	the le	_	188	1	6			
sustained in													1		•	
in 1900 -	•		• •	•	•	•	-	•	•	-	259	_	_]	550	1	6
Death Money:										•				000	•	
Amount receiv	ved fr	om 3	Cinque	Ports I	Pilots	now a	urviv	ing of	the 1	43 w	ho compo	und	ed	10		
in 1854, con	itrioui	ung (	oı. per aı	anum e	eacn, s	ana c	laimin	g 143	l. on c	lece	186	-	-	18	-	-
									T	'OTA	L		£.	9,582	17	6
Trinity House	Lan	dor '	`									_				_
July 19		,	ŗ													

the TRINITY HOUSE, in respect of PILOTS or PILOTAGE, for the Year ended 31st December 1901. 57 & 58 Vict. c. 60.)

EXPENDIT	URE.			
	£. s. d.	£.	s. d.	£. s. d
Balance from 1900		•	•	365 15
Expenses of carrying the Act into execution (section 631):				
Salaries to Officers in London:				
Principal	750	1		
First Clerk	480			
Second Clerk	320			į
Extra clerk	156			
	1,706	}	•	
Less—Charged on Cutter Fund	200	1,506		j
Salaries to Local Officers:		_,		1
Ruler, Gravesend (including office rent and		İ		
allowance for uniform)	297			
Buler, Dover (including allowance for uniform) -	160			
Clerk, Dover	61 15 -	518	15 -	
Stationery, stamps, printing, expenses of electing		010		i
pilots' representatives, advertising, and incidental expenses	_	354	2 4	ŀ
Law charges	_	14		
Pilot offices at Deal and Dover	_	213		
Commission on payment of pensions at outports		41	- 6	
Superannuations:		**	- 0	1
Retired chief clerk	260			1
Retired ruler, Gravesend	72 16 8			i
Retired clerk, Dover	39 13 4			
Bolliot Citia, Dovoi		372	10 -	8
Pensions and Allowances:	•			3,020 1 -
Paid to Superannuated Pilots, their Widows and Orpha	ns, viz. :			
49 men at 1l. per annum per year of service -		1		
87 men at rates varying from 81. to 161. per annu	m	5,106	18 3	
269 widows at half rates of deceased husbands -	• • •	0,200		
93 children at the rate of 2s. per month each -		Į)		
Occasional relief		6		
Paid to Superannuated Cinque Ports Pilots licensed be their Representatives, viz.:	fore 1854, and	•		
4 men at the rate of 50l. per annum	• • •	1 420	0	
19 women at the rate of 121. 12s. per annum -		} 439	8 –	
Pensions to 6 pilots and widows of pilots occupying the	almshouses at	296	13 10	•
Mile End	• • •	43	6 8	
Repair and maintenance of houses				5,892 6 9
Denth Money:				,
Payment to appointees of Cinque Ports Pilots licens during the year	ed before 1854	and dec	ceased -	Nil.
				9,278 3 -
Balance to next year's account				304 14
•	<u> </u>		-	
	TOTAL		- £.	9,582 17

Chas. A. Kent, Secretary.
D. Keigwin, Principal Clerk.

ACCOUNT of RECEIPT and Expenditure in respect of Pilot Cutters maintained at Gravesend by the Channel Pilots of the Port of London, in accordance with the Provisions of the Merchant Shipping Act, 1894, for the Year ending 31st December 1901.

RECEIPT.					EXPENDITURE.		٠.	_
Balance from last year's account  Amount of contributions at 6d. in the £.  Dividends on Capital as a Reserve Fund:  £. 1,956 7s. 4d. India 3 per Cent. Stock  3,000 Croydon Corporation 3 per Cent. Stock J  Amount transferred from the Dover Pilots' Cutter  Fund to recoup the loss sustained in contributions by the reduction of the pilotage rates in 1900	96 87 1-	£. 68 77	17 3	d. 7 6 8	Amounts advanced on indents of the managing committee of the channel pilots cutter, for wages, coals, &c., and for	£. 1,292 754	*. 7 6	<b>d.</b> 3
£.	2,04	46	18	9	£.	2,046	18	9

Note.—This fund is not directly administered by the Trinity House; the poundage is collected by them, and the committee of pilots apply for money as required.

Trinity House, London, July 1902.

Chas. A. Kont, Secretary. D. Koigwin, Principal Clerk.

ACCOUNT of RECEIPTS and PAYMENTS on account of PILOTAGE RATES on Foreign Vessels collected and paid to London and Cinque Ports Pilots, in accordance with the Provisions of the Merchant Shipping Act, 1894, Section 628, for the Year ending 31st December 1901.

RECEIPT	r 8.				PAYMENTS.			
Balance from last year's account  Amount received through the Coll Customs, London	ector of	£. 243 26,552 26,796	12 18	8	Amount paid to pilots	£. 25,584 989 100 122 26,796	16	7 - 4

Note.—As explained in previous years, this collection forms part only of the amount shown in the returns of pilotage rates for the Port of London, those for British vessels being collected by the pilots themselves.

Trinity House, London, July 1902.

Chas. A. Kent, Secreta D. Koigwin, Principal Clerk.

ACCOUNT of the Fund for the renewal of, and the execution of, special Repairs to the STEAM PILOT VESSELS and SAILING KETCHES maintained at *Dover*, in the Year ending 31st December 1901.

RECEIP	T.		- EXPENDITURE.
Balance from last year's account  Dividends—Reserve Fund: One year's dividend on £.1,070 Birmingham 2½ per Cent. Stock Ditto on £.3,000 West Bromwich 3 per Cent. Stock Ditto on £.2,667 London and North-Western Railway 3 per Cent. Stock Ditto on £.8,500 Metropolitan 3 per Cent. Stock Ditto on £.6,500 Croydon 3 per Cent. Stock Ditto on £.4,800 India 3 per Cent. Stock	£. s. d. 25 3 10 85 2 6 75 10 2 240 13 2 184 8 9 135 18 -	£. s. 4,815 8	Balance (invested):
†Ditto on £. 8,500 London County 3 per Cent. Stock  Dividends—Renewal Fund:  *One year's dividend on £. 1,700 London County 2½ per Cent. Stock  *Ditto on £. 600 Wolverhampton 3 per Cent. Stock  *Ditto on £. 2,000 Cardiff 3 per Cent. Stock  *Ditto on £. 400 Stafford 3 per Cent. Stock	67 4 5  40 2 5  17 - 6  56 10 -  11 7 -  £.	124 19 11 5,754 9	£. 5,754 9

These amounts are separately invested as a renewal fund, as mentioned on the other side.

† Three quarters' dividend on 2,000l., one quarter's dividend on 3,500l.

Trinity House, London, July 1902.

Chas. A. Kont, Secretary. D. Keigwin, Principal Clerk:

ACCOUNT of the RECEIPT and EXPENDITURE in respect of PILOT CUTTERS maintained at *Dover* by the Corporation of Trinity House, in accordance with the Provisions of the Merchant Shipping Act, 1894, for the Year ending 31st December 1901.

RECEIF	т.			EXPENDITURE.
Ralance from last year's account -	£. s. d.	1	s. d	Contribution to pilots' fund towards salaries and office
Chinaina Manan		t		expenses 200 Superintendent at Dover - 80
Shipping Money:				Superintendent at Dover - 80 Clerk and storekeeper at Dover 41 3 4
Amount received £. s. d.				Superintendent at Dover for
table 6,722 2 -		l		inspecting duties when afloat 18 Surveyor of shipping 20
Less transferred :				Surveyor of shipping 20 Superintending engineer 100
£. Topilots' fund 259				379 3
To channel				Rent:
pilots' launch 60		1		Storehouse at Dover 30 -
To river pilots'		1		
launch - 62		}		Incidental:
		6,341	2 -	Stationery, printing, &c 30 4 5 Insurance of store 2 10 -
				Insurance of store 2 10 - Law charges 1 1 -
Miscellaneous Receipts:		Ì		29 16
Proceeds of the sale of old stores	5 19 <b>3</b>	]		wages and victualling of crews.
Contributions of pilots towards		ł		repair and maintenance of cutters and steam vessels, and
mess expenses	429 9 -	1		victualling of cruising pilots on
		435	8 8	board the several vessels :
		į		"Vigilant" 328 4 7 "Wellington" 301 19 5
		Į.		Sa "Pioneer"
		F		Ss. "Guide" 5,097 19 4
		İ		5,728 3
		ļ		Superannuations: Retired storekeeper 62
		i		masters of ketches - 47
, .		Į.		Allowance to widow of master
				of a ketch 10 119 -
		}		119 -
		ł		7
		1		Investment:
				Paid for purchase of £.1,500 London County
		ł		3 per Cent. Stock 1,492 11
•		1		7,782 13
				Balance to next year's account 2,390 6
	£.	10,17	2 19	£. 10,172 19
•		<del></del>		J
Trinity House, London, July 1902.				Chas. A. Kent, Secretary,

ACCOUNT of RECEIPT and EXPENDITURE in respect of PILOT CUTTERS maintained at *Gravesend* by the River Pilots of the Port of London, in accordance with the Provisions of the Merchant Shipping Act, 1894, for the Year ending 31st December 1901.

RECEIPT.				EXPENDITURE.			
### ### ##############################	2,129 <b>72</b> 0		4	Amounts advanced on indents of the managing committee of the river pilots' cutter for wages, coals, &c., and for rent and expenses of watch-room	;. 18	4	d.
Amount transferred from the Dover pilots' cutters fund to recoup the loss sustained in contributions by the reduction in the pilotage rates in 1900	62		_	Invested 1,698 6 3 Cash 512 9 9	to	16	
£.	2,959	-	6	£.  2,98	59	-	6

Note.—This fund is not directly administered by the Trinity House; the poundage is collected by them, and the committee of pilots apply for money as required.

Trinity House, London, July 1902.

Chas. A. Kent, Secretary. D. Keigwin, Principal Clerk.

# TRINITY HOUSE, LONDON.—PILOTAGE RATES.

THE COMMON PURSE of the Inward Pilots of the Port of London, as respects Pilotage earned between Dungeness and Gravesend, in the Year ending 31st December 1901.

RECEIPT.				EXPENDITURE.			
Balance from last year's account  Contributions: Being the amount paid in by each pilot, after retaining 11l. per turn	£. 631 2,608	s. 14	d. 2	Remitted and paid to pilots in equal shares per turn carried	£. 2,696 543	8 13	d. 6 2
£.	3,240	1	8	£.	3,240	1	8

Note.—These sums, with those of the pilotage for foreign vessels, form part of the pilotage rates of the Port of London included in the general return.

Trinity House, London, July 1902.

Chas. A. Kent, Secretary. D. Keigwin, Principal Clerk.

TRINITY HOUSE, LONDON .- THAMES NORTH CHANNEL PILOTS.

ACCOUNT of Landing Money received on behalf of the Cutters cruising at the Sunk, in the Year ending 31st December 1901.

RECEIPT.		EXPENDITURE.							
Balance from last year's account Amount collected at the Trinity House	£. s. d 154 1 887 19 1,042	Amount paid over to North Channel pilots at intervals of eight weeks Amount paid for stationery Balance to next year's account £.	£. s. d.  896  4 18 6  141 1 6  1,042						

Trinity House, London, { July 1902. }

Chas. A. Kent, Secretary. D. Keigwin, Principal Clerk.

# LONDON DISTRICT AND TRINITY HOUSE OUTPORT DISTRICTS.

RULES and REGULATIONS. See p. 232 of Parl. Paper, No. 154 of 1889.

#### NAMES of PILOTS.

#### Channel Pilots (Gravesend to Dungeness and Orfordness).

Names.	Ages.	Names.	Ages.	Names.	Ages.	Names.	Age
Allen, F. E. T. Barton, W. R. Brown, S. H. Browne, J. G. Brufton, F. W. Busby, J. L. Chapman, H. P. Cole, D. Cole, J. E. Comben, W. C. Couves, A. J. Couves, W. C. Daff, T. A. Daines, R. B. Davis, T. C. Davis, H.	1 20	Dyce, W. L Edgley, J Ellison, J Ellison, J. J Fisher, A. R Forss, H Geach, W. A Gillard, S Gillett, J. A Grant, G Hill, A. W Hogg, T Hogg, C Hubbard, S. H Humphreys, G. D Humphreys, J. J	30 68 59 25 68 64 67 68 49 52 30 61 26 57	Jackson, W. C. Kennedy, T. J Larkins, W. H Letten, J. R. H Lygo, T. H Martin, B Morris, R. L Mulley, D. T Mulley, W Newman, G. F. Nightingale, A. H Orrick, R Penney, S Pentin, P. J Pettman, G. A Posgate, G. E.	50 54 45 59 47 62 26 51 60 30 61 54 55 57	Posgate, R. B. Redman, H. J. Rhodes, T Sandford, G Sandford, T. G. Scott, C. Scott, J. G Scouler, H. E. J. Smith, A Smith, J. A Spiers, A. Stanley, T Whitaker, T. H. Wyatt, J. H Youngman, F. B. Youngs, G. W.	27 55 55

#### River Pilots (London Bridge to Gravesend, and vice verså).

Names.	Ages.	Names.	Ages.	Names.	Ages.	Names.	4	Ages
Allen, W. T	36	Fothergill, J. H.	31	Liley, E. R.	40	Read, Alfred	-	58
Baldwin, W Bates, A. H	41	(No. 2). Gee, R	32	Livett, T Luck, E. J	31 47	Read, Arthur Reader, J	-	68 58
Beard, W. G	55 32	Goodhew, J. A. H.	39	Markham, G	~~	Richards, T. W.	-	34 39
Bennett, G.A. Bray, P.	86	Giles, G Green, A	29 54	Mee, W. C Mitchell, J. J. A	42 45	Sandford, A. L. Sandford, W. H.	-	57
Burrell, R. E. Chaney, G. W.	30 44	Groves, G. H Gunn, J	43 56	Oates, F. M Oates, J. J	33 57	Savage, W. J. Silvester, G	-	57 39
Clements, J. H.	36	Harvey, H. A	32	Parkinson, J. H	30	Spiers, G	-	57
Couves, A. F Dean, G. W	1 20	Henderson, J. H Hocken, E	53 44	Pattison, A Payne, G. F	0.4	Spiers, J Spiers, S	-	61 46
Denton, E. J.	57	Holland, A. H	32	Payne, W. F	55	Stanley, G. R.	-	55
Doust, E · · Doust, G ·	1 20	Holland, R. H Holland, W. E	57 30	Peirce, W.J Pentin, J. D		Walden, W. II. Walker, G	-	36 <b>42</b>
Doust, J	45	Hollingum, T. R. J.	29	Peskett, C. J	31	Walker, J. C.	-	47
Edgley, G Foster, J. T	40	Letten, C. J Letten, R. W	36 45	Pritchard, J Purves, G	0.0	Webber, F. T. West, R	-	30 54
Fothergill, J. H.	63	Letten, T. G	29	Rae, H. E	. 60	White, J Williams, H	-	35 31

# Pilots for Home Trade Steam Passenger Ships (London Bridge to Gravesend, and vice versa).

Names.	Ages.	Names.	Ages.	Names.	Ages.	Names.		Ages.
Allen, C. M. T. Allen, E. J. Bigg, J. E. Bigg, T. Bishop, W. Cavell, H.	- 39 - 37 - 55 - 51 - 68 - 46	Cavell, J Gardner, G. W. Goodsall, H Holland, J. R. Jones, S Liley, E	- 59 - 53 - 46 - 43 - 60 - 50	Mills, E Moore, J. P Moore, J. W Pattison, I. T. J Prior, J. W	48 61 41 46 44	Smith, G. Sparrow, J. J. Targett, H. H. Tracey, W Webber, W. C.	-	53 51 37 45 62

# Corporation of Trinity House of Deptford Strond-continued.

# NAMES of PILOTS-continued.

# Pilots for Exempted Vessels only (London Bridge to Gravesend, and vice versa).

Names.	Ages.	Namės.	Ages	NAMES.	Ages.	Names.	Ages
Allen, J Batch, G Bowen, W. S Braine, G. D Cavell, W. E. H Cock, E. J Deal, R Doust, J. L Drake, H Elliott, J. T Funge, G Funge, J. A Galler, T. W. G Hajll, C. R Hayward, W. J Hinton, H	76 56 41 44 59 44 65 58 54 37 68 50 53 51 59 59	Holland, J. J. Jones, S. J. Jury, E. W. Jury, F. W.	53 43 37 48 50 44	Parkinson, J. T Parkinson, R. J Parkinson, W. G Pattison, G. A Pope, R. H Preddy, C. R Preddy, R Raine, T. C Richbell, W. E Row, H. R Row, J. C Sinclair, H Simmons, W. W Skelton, J. H Smith, E Smith, E Smith, R	48 55 44 50 63 51 42 72 51 45 49 50 43 37 44	Twist, J. P. Voss, G. Walker, R. H. Waterson, C. A. Watkins, C. R. T. Watkins, J. J. Watkins, T. G. White, F. C. P. White, W. H. White, W. H.	51 55 48 58 38 44

# Cinque Ports Pilots (Dungeness to Gravesend).

Names.	Ages.	Names.	Ages.	Names.	Ages.	Names.	Ages.
Adams, E Allen, W. E Anderson, M Arnold, J. F Arnold, S. C. F. Baxter, J Beer, B. M Blaxland, T Blaxland, W. T Bowles, A. F Burden, E. W. Bussey, G. A Bussey, G. J Bussey, G. J Cannell, W. F. S Carlton, H Carlton, O. W. Chapman, E	61 55 32 54 36 55 67 65 67 49 59 54 63 37 31 32	Cotton, J Denne, T. W Dunn, W. L Eastman, W. T Evans, W. J Fenn, E. G Finnis, G. W Finnis, W. H Fletcher, W Foster, B. F Gann, W. W Gibbons, M. J Godden, T. G Greenhalgh, W. H. Groves, F. C Harrison, G Harrison, S. K Harrison, W. C Hart, W	53 65 54 55 39 55 31 27 34 35 61 61 35 57 53 66 51	Hamilton, J. M Hawksfield, J. B Holbrook, C. E Hood, T. H Hood, W. R Howgego, C. G. Howgego, J Howgego, W. H Hughes, J. F. H Jago, W. E Lacey, W. H. Leyland, H Mackie, J. S Magub, H Malley, M. T. Marsh, H. F Martin, J. S Moon, W Mundy, E	33 57 34 27 63 31 70 33 53 53 63 69 30 66 56	Newing, E Ougham, G Ovenden, G. T Paton, W. H Paige, C. H Perkins, J. B Peverley, W. C Pont, H. T Ralph, W Ransom, A. G Ransom, W Reynolds, J Rigden, D. T. Rigden, E Robey, C. J Roberts, H. E. Rogers, L. W. Walker, J. M. Waters, W. R. Wilbraham, W. G Wrake, C. H.	50 55 74 50 34 64 51 59 40 75 69 54 59 54 59 33 28 49 62 37 55

# North Channel Pilots (Orfordness to Gravesend).

Names.	Ages.	Names.	Ages.	Names.	Ages.	Names.	Ages.
Aldeburgh.  Almond, J. W. Barber, J. S. Bell, J. W. Clothier, W. R. Flick, F. W. Kemp, R. F. Sawyer, E. Smith, F. W. Springett, C. Sutton, W. J. Thorpe, G. E.	61 51 52 41 53 36 61 30 57 42 49	Southwold.  Brown, A. J Claxton, R Collis, C Ecclestone, J. Elmy, G Griffiths, W. T. Herrington, J. Tansley, J	- 47 - 62 - 55 - 54 - 64 - 56 - 53 - 46	Lovestoft.  Chandler, A. W. Cook, F. Elven, J. J. Munnings, J. Osborn, F. S. Tansley, F. J. Titmouth, W. G.	50 59 57 66 53 55 61	Yarmouth.  Bedingfield, R. M Fisher, A. R Fisher, E. G Fozzard, J Green, J Kemp, J Ward, A. J Wayther, W. E Whitnal, S. J	53 61 57 66 49 50 54 65

#### NAMES of PILOTS-continued,

#### Colchester Pilots.

	NAMB.		•	Age.		Name.			Age.	_
Bates, J. C.	-	•	• : •	. 58	Salmon, J. B.	•	• ÷	•	49	-

#### Maldon Pilots.

Name.	Age.	Name,	Age.	Name.	Age.
Stebbins, J	66	Chaney, C	59	Austin, F	34

#### Rochester Pilots for Compulsory Vessels.

Name.	Age.	Name.	Age.	Name.	Age.
Barber, E	69	Beck, C. H	42	Clark, E. J	60

#### Rochester Pilots for Exempted Vessels.

Names.	Ages.	Names.	Ages.	Name.	Age.	Name.	Age.
Kingsnorth, W. Jno. Kingsnorth, W. Jas.	70 42	Parrott, J. J Wigley, G. W	64 35	Wigley, J. R	<b>5</b> 8	Wood, W. J •	65

#### Stationed at Harwich.

			NA	ME.		•			Age.
Wilson, R.	•	-	•	-	-	, <b>-</b>	•	-	68

#### SUMMARY OF THE LONDON DISTRICT PILOTS.

													Number.
Channel Pilote	3		-	•		-	-	٠_		_		-	65
River Pilots	-	-	-		-	-	-	-		_		_	72
River Pilots f	or Ho	me !	<b>Frad</b>	e Stea	m Pa	ssep	ger S	hips	. <b>-</b> .		-		22
River Pilots fo							•	- T-	-		-	` -	69
Cinque Ports	Pilots	•	-	-	-	-	-	-	-	-	-	-	81
North Channe	l Pilot	ts	-	•	•		<b>-</b> ,	•	-	-	-	-	35
													344
Colchester -	-	•		-	-	-		, -			-	-	2
Maldon -		-	-	-	-	-	•			••		-	3
Rochester -	-	-	-	-		-		-	-	-	• 5	-	3
Rochester for	Exem	pted	l Shi	рв -	•	-	-	•	-	_	-	- ]	6
Harwich -	-	•	•	•		•	-	-	-	-	-	-	
					3	'OTA	L Lo	NDON	Dist	RICT			359

Table of the Rates of Pilotage to be demanded and received by Pilots licensed by the Corporation of Trinity House of Deptford Strond, or acting as such under the authority of the Acts of Parliament, 6 Geo. IV., cap. 125, 16 & 17 Vict. cap. 129, 17 & 18 Vict. cap. 104, and 57 & 58 Vict. cap. 60, for piloting Ships and Vessels within the limits in the said Table mentioned.

See p. 150 of Parl. Paper, No. 268 of 1901.

# Corporation of Trinity House of Deptford Strond-continued.

# AMOUNT received for PILOTAGE of VESSELS (1.)—I N W A R D S.

		В	RITISH VESSE	L 8.	
DISTANCES for which		COAS	3 T E R S.	0	VERSEA.
PILOTED.	Not T	owed by Steam.	Towed by Steam.	Not I	lowed by Steam.
	No.	Amount.	No. Amount.	No.	Amount.
From Dungeness to Gravesend - From Dover to Gravesend - From Downs, Orfordness, &c. to Gravesend.  From Lowestoft to Gravesend - From Sea to Nore From Sea to Harwich In and out of Dover, Ramsgate, &c From Isle of Wight to Gravesend - From Gravesend to London - From Gravesend to Deptford From Gravesend to Royal Albert Docks, &c.  From Gravesend to Dagenham Breach From Gravesend to Dagenham Breach From Gravesend to Broadness - Transporting, Distance Money, Mooring and Unmooring, &c.  Shipping Money for putting Pilots on board Vessels.    Number of Vessels.     L. s. d.     62 18 -   British Coasters   32   62 18 -   Foreign Oversea   2,324   5,982 16 -   Total 4,487   10,575 1	2 1 2,811	£. s. d.	£. s. d.  -	5	£. s. d. 33 7 6
TOTAL	<u>-</u>	3,660 16 10	- 5,407 9 5	-	40 14 6
	(2.)-	-0 U T W A	R D S.		
From Gravesend to Dungeness From Gravesend to Dover From Gravesend to Downs, Orfordness, &c. From Gravesend to Isle of Wight -	- -		2 14 16 - 2 13 15 -	- - 1	3 12 -
From London to Gravesend From Deptford to Gravesend From Royal Albert Docks, &c. to Gravesend.	- -		2,648 3,649 3 11 191 235 3 5 583 793 2 9	1 -	3 14 3
From Dagenham Breach to Gravesend From Dartford Creek to Gravesend From Broadness to Gravesend From Harwich to Sea	- - -		137   170 8 9 18   23 19 3 52   59 11 6 14   23 12 6	- - -	
Total		• •	- 4,983 13 4	_	7 6 3

Note.—In this return the number of vessels (both inwards and outwards) has not been totalled, because in very many instances pilotage service has been rendered to the same vessel for more than one of the distances specified and provided for in the scale of rates.

Into and Out of the Port of London, in 1901.

# (1.)—I N W A R D S.

Δ1	SH VESSELS.		FOREIGN		ь в.	то	TALS.
	ved by Steam.	Not Tov	ved by Steam.		d by Steam.		
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1,841 27 267 49 1 44 21 231 1 3,579 556 841 2 57 310	£. s. d. 22,092 16 - 324 4 - 2,098 1 3  576 15 9 3 3 - 139 3 3 60 3 6 4,399 5 - 12 18 - 7,987 17 7 2,079 8 - 3,538 12 4 2 12 5 180 17 7 625 14 -	8 -36 -10 24 15 - -3 2 4 - 2 2	£. s. d. 61 5 6  301 8 4  49 2 6 88 15 9 46 11 5  5 1 - 3 8 3 4 13 6  2 4 6 1 12 6	660 10 1,208 - 15 66 88 1 - 3,170 180 153 6 48 212 -	£. s. d. 6,129 16 9 96 14 - 8,861 15 8  68 5 8 210 - 6 272 18 8 10 2 6  8,035 15 11 489 10 2 505 2 10 13 9 8 96 14 4 259 15 9	2,514 37 1,529 49 26 140 135 233 1 9,783 914 1,704 141 109 631 2,811	£. s. d. 28,817 5 9 420 18 - 11,386 4 7 576 15 9 120 11 2 457 2 9 417 17 4 421 17 - 12 18 - 19,858 11 9 2,779 1 7 5,025 10 4 173 7 9 283 6 8 945 - 9 3,648 9
	44,121 11 8		564 3 3		25,050 2 3		78,844 18

# (2.)—O U T W A R D S.

			1 .		ſ	1	•
51 1,362	683 13 3 14,396 17 -	-		4 403	27 4 9 3,271 -	55	710 18 - 17,682 13 10
616	4,754 1 11	2	10 9 5	1,046	5,456 17		10,238 15 9
207	4,774 4 2	_		1	15 8 8	208	4,789 12 10
2,630	5,343 9 11	2	3	<b>2,4</b> 50	4,631 10	7,730	13,627 4 2
625	2,275 7 7	_		177	434 8		2,948 13 11
803	3,252 - 10	1	1 10 -	181	478 2	1,568	4,524 16 -
4	9 7 2	_		4	58	145	185 4 4
41	88 2 11	_		27	47 4		159 6 5
220	439 17 -	_	1 1	85	153 -		652 9 3
9	18 3 10	11	19 5 10	19	34 15	- 53	95 17 2
	00.005 5 7		34 5 3		14,555 1	,	
-	36,035 5 7	_	34 5 3	_	12,000 1	'	55,615 11 8

# OUTPORT DISTRICTS.

General Remarks, &c.—In the following classified returns of the amount received for pilotage at the Trinity House outports the number of vessels has not, in all cases, been totalled, because in many instances pilotage service has been rendered to the same vessel for more than one of the distances specified and provided for in the scale of rates.

# ABERDOVEY.

#### NAMES of PILOTS.

Nicholas, J. - aged 65 | Morris, H. - - aged 65 | Rowlands, H. - aged 47 | Williams, O. - aged 60

RATES of PILOTAGE.

See p. 252 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—INWARDS.

:			BR	ITISH	VES	SELS.			FO	REIGN	VE	SSELS.	l	•
DISTANCES		COAB	TER	s.		OVE	RSE	<b>A.</b>		OVE	RSI	š <b>A</b> .	T	TALS.
for which PILOTED.		Towed by Steam.		owed by Steam.	No	t Towed by Steam.	,	lowed by Steam.		Towed by Steam.		owed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount,	No.	Amount.	No.	Amount.	Ŋo.	Amount,	No.	Amount.
From Sea to Aberdovey -	19	2. s. d. 9 5 6	28	£. s. d. 59 14 -	1	£, s. d. 3	1	£. s. d. 5 5 -	5	£. s. d. 16 14 -	3	£. s. d. 17 10 -	57	£. e. d. 110 8 6
•				(2.)—	-0 1	J T W A	R	DS.	•		•	•		
From Aberdovey to Sea -	19	15 16 6	80	28 2 6	-		1	1	8	5 8 -	1	- 19 -	54	50 19 -

#### BARROW.

#### NAMES of PILOTS.

Charnley, H		Charnley, W. K.	aged	l 35   Raby, H.	-	aged 33	Simpson, T	aged 58
Charnley, E. R.	- 31	Crane, J. G	•	25   Raby, W. A.	•	- 31	Wright, J. B.	- 40
Charnley, R	- 33	Curwen, W. F.	<b>-</b> .	46				

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

				(1.)		11 11 11 1		N•						
			B.R	ITISH V	<b>E</b> 8	SELS.		_	F	OREIGN	٧ı	ESSELS.		
DISTANCES		COAS	TER	8.		0 V X	RSE	<b>A.</b> '		0 7 18	R B	E A.	T	TALS.
for which PILOTED.	Not	Towed by Steam.		lowed by Steam.	No	ot Towed by Steam.	;	Fowed by Steam.	No	t Towed by Steam.		Fowed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Barrow - From Piel to Barrow - From Sea to Piel -	3 3	£. s. d. 1 10 - 1 17 6 1 11 6	20 81 9	£. s. d. 26 1 - 55 17 5 7 15 5	1 -	: :	111 2 -	£. s. d. 645 9 - 1 8 6	1 -	£. s. d.: 8 16 -	2	£. 4. d. 561 - 5 2 9 6 1 12 5	13	£. s. d. 1,251 16 5 61 12 11 10 19 4
TOTAL	7	4 19 -	110	(2.)—	·0	UTWA	113 R	D S.	l	8 16 -	81	903 2 1	319	1,324 8 8
From Barraw to Sea - From Piel to Sea - From Piel to Barraw - Amistance, &c	- 1 25	- 11 - 26 9 11	4 - 82 -	4 19 9	- - -		115 1 4 -	509 18 7 1 8 9 5 9 4	1 1 7	: :	83 1 -	348 7 - 3 - 5	201 3 87 25	863 5 4 • 4 9 2 53 9 10 26 9 11
TOTAL	26	27 - 11	86	52 9 8	-		120	516 16 8	-		83	351 7 5	815	947 14 3

# BEAUMARIS.

#### NAMES of PILOTS.

Roberts, J.	-	aged 63	Roberts, W.	-	aged 44	1	Evans, R	aged 31
Pritchard, W.	-	- 48	Roberts, D. C.	-	- 40		Roberts, John -	- 62
Edwards, W.	•	- <b>63</b>	Hughes, W.	-	- 73	-	Roberts, W., jun.	- 29
Jones, W	-	- 69	1			1		

# RATES of PILOTAGE. See p. 253 of Parl. Paper, No. 154 of 1889.

# AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—INWARDS

				(1.)-	I N	WAR	DS.	. ,					
		:	BRI	TISH V	B 8 8	ELS.	•	I	ORRIGN	VRS	SELS.		
DISTANCES		COAS	TER	8.		OVER	SEA.		OVE	RSE	<b>L</b> .	TO	TALS.
for which PILOTED.		Towed by Steam.		owed by Steam.		Towed by Steam.	Towed by Steam.		Towed by Steam.	т	owed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No. Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Beaumaris From Port Dinorwio to Cadnant From Carnaryon to Cadnant TOTAL	6 148 6	8 12 - 88 10 - 4 17 - 49 19 -	10 230 44 284	2. s. d. 14 12 5 58 16 6 17 6 - 90 14 11	1	£. e. d. 3 7 6  3 7 6	£. s. d. 1 1 10 1 1 1 1 10 1	8	£. s. d. 6 7 -  6 7 -	3 -	£. s. d. 16 8 - - 16 8 -	24 376 50 450	2. s. d. 48 17 - 97 6 6 22 8
		·		(2.)—0	רט (	WAR	DS.	,					
From Beaumaris to Sea From Cadnant to Port Dinorwic From Cadnant to Carnaryon Assistance, &c.	104 1 2	31 13 - - 10 - 8 5 -	275 36	3 106 7 6 13 17 6	1111		8 4 10 -	=	: :		: . :	7 879 87 2	7 10 - 138 - 6 14 7 6 3 K -
TOTAL	107	35 8 -	315	123 5 -	-		3 4 10 -	Ē		-		425	163 8 -

# BRIDGWATER.

# NAMES of PILOTS.

O'Brien, J	`-	aged 64	Griffiths, T. (No. 1) aged 74	Griffiths, B.	aged 45	Clapp, G		aged 46
Surfield, T	-	- 57	Griffiths, T. (No. 2) - 47	King, H. J	- 35	King, F. J.	_	- 30
Baker, W	-	- 56	Hobbs, W 67			1		

# RATES of PILOTAGE. See p. 254 of Parl. Paper, No. 154 of 1889.

# AMOUNT received for PILOTAGE of VESSELS in 1901.

			(,	.)I N	W A	KDS.		·		<del></del>	·	
			:	BRITISH	VES	SRLS.				REIGN ESSELS.		
DISTANCES for which		COAS	TER	8.		OVE	RSE	۸.	OΨ	ERSEA.	то	TALS.
PILOTED.		Towed by Steam.		owed by Steam.		Towed by Steam.		lowed by Steam.		lowed by Steam.		•
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Bridgwater From Burnham to Bridgwater - From Sea to Burnham	- 75	£. s. d.	51 745 18	£. s. d. 49 191 6 10 11 19 6.	ī	£. s. d.	5 -	£. s. d. 8 19 -	45 - -	£. s. d. 110 18 -	101 821 18	£. s. d. 168 17 - 215 2 4 11 19 6
TOTAL	75	23 8 -	814	252 6 4	1	- 7 6	5	8 19 -	45	110 18 -	940	895 18 10
t ·			(2.	)—O U :	r w	ARDS	<b>.</b>					
From Bridgwater to Sea From Bridgwater to Burnham From Burnham to Sea	15 -	1 5 - 6 1 6	25 375 19	25 12 - 102 4 5 13 4 6	<u>-</u>	: :	2 -	4 17 5	35	78 5 9	64 890 19	110 - 8 108 5 11 13 4 6
TOTAL	17	7 6 6	419	141 - 11	-	-	2	4 17 6	35	78 5 9	473	281 10 8

# BRIDPORT.

#### NAMES of PILOTS.

Shekel, J. - - - aged 66 | Gale, R. - - - - aged 52

RATES of PILOTAGE.

See p. 256 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)-INWARDS.

		BR	ITIS	H VESS	els.		FO	BEIGN	VE	88ELS.		
DISTANCES		COAS	TER	8.	ov:	ERSEA.		OVE	RSE	Δ.	T	0 T A L S.
for which PILOTED.		Towed by steam.		wed by Steam.		Towed by Steam.		Towed by Steam.		owed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Bridport -	50	£. s. d. 33 6 3	_	£ d.	-	£. s. d.	5	£. s. d. 11 13 3	2	£. s. d.	58	£. s. d 48 8 6
		,	•	.)0 U T								
From Bridport to Sea -	54	37 17 9	1	28-	-		5	4 10 9	2	- 19 6	62	45 16 -

# CAERNARVON.

#### NAMES of PILOTS.

Jones, R. - - aged 48 | Jones, H. - - aged 34 | Jones, W. - - aged 30 | Williams, T. - - 62 | Hughes, R. - - - 51 | Jones, R. (No. 2) - - 46

RATES of PILOTAGE.

See p. 257 of Parl. Paper, No. 154 of 1889.

# AMOUNT received for PILOTAGE of VESSELS in 1901.

# (1.)—INWARDS.

						(1.)	_	1 1/	**	<u>A</u>	<u> </u>	יע	J.													_
·					BR	IT	8 1	H V	7 <b>E</b> S	s e	LS	١.			,	FO	RE	I G	N	VE	8888	L 8.				
DISTANCES			00	A B	TER	8,					0 <b>V</b>	ER	SE.	Α.				0 V	B	R 8 1	B A.		TO	T	L L	8.
for which PILOTED.	No	t To		b <b>y</b>	1	l'owe Stes		,	No	t To Ste	wed am.	by		owed by	,	Not	Tov Stea		bу		owed b					
	No.	A	nou	nt.	No.	A	nou	nt.	No.	A	mot	ınt.	No.	Amor	ınt.	No.	An	our	ıt.	No.	Amo	nnt.	No.	An	BOU	2£,
		£		đ.		£		d.		£		d.		£. s.	d.			a,	- 1		£. s.			£.	z.	d.
From Outer Buoy to Caernarvon -	36	21	17	-	13	•	16	3	1	١.	- 15	-	-	-	-	2	4	13	9	2	4 17	7	н	40	18	7
From Outer Bucy to Port Dinorwic	3	2	11	-	1	-	- 15	_	-	-		•	-	·	•	-	•		-	_	-	•	4	3	•	-
TOTAL	89	26	8	-	14	7	11	8	1	-	- 15	-	-	•	-	3	4	13	9	2	4 17	7	58	44	4	7
					. (2	.)—	-0	U	T V	V .	A F	D D	s.													
From Caernaryon to Outer Buoy -	51	36	9	-	30	19	13	9.	1	-	- 16	-	-	-	-	2	1	15	-	1	- 1 <b>7</b>	-	85	58	•	•
From Port Dinorwic to Outer Buoy	-			•	1	-	18	4	-	-		•	-	-	-	1	1	6	-	-	-	-	2	2	8	4
TOTAL	51	36	9	-	81	19	11	1	1	-	16	-	=	•	-	8	8	-	-	1	- 17	_	87	60	18	1

# CARLISLE.

NAMES of PILOTS.

Coulthard, W. - aged 77 | Kea, T. - - aged 69 | Pape, T. - aged 37

RATES of PILQTAGE, See p. 258 of Parl. Paper, No. 154 of 1889.

# AMOUNT received for PILOTAGE of VESSELS in 1901,

#### (1,)--INWARDS.

					В	BII	117	вн	V B	88	els.				F	0 B	B I	G N	VB	8 <b>8</b> E	L8,	١			
DISTANCES			00.	8.4	TE	B. B.					OVE	RSE	Δ.				7 0	7 B I	3 8 E	A.		T	0'	T A	L 8.
for which PILOTED.	No	ot To Ste	wed	by	!	l'owe Stea		7	No	t Tor	wed by	!	l'owe Stea		No	t To Sto		l b <del>y</del>	7	l'owed Steam					
	No.	A	mow	nt.	No.	A	nou	nt.	No.	Az	nount.	No.	An	nount.	No.	A	mor	ınt.	No.	An	ount	No	2	Am	ount.
From Maryport to Silloth - From Silloth to Annan	2 -	2	4	d. -	6		s. 14 14		-	£.	4 d.	2 _	2.	a. d. 5 6	,	2	8	٠ -	7 -	£. 19	e, d. 14 1		- 1		s. d. 6 5 4 11
TOTAL	3	4	4	-	20	23	9	10	-	-	-	3	5	5 5	3	7	8	-	7	19	14 1	31	-	54	1 4
	•	•			•		(2.	.)—	-0 1	U 1	<b>. w</b> .	A R	D	s.		•			•			•			
From Silloth to Maryport - Assistance, &c	- 1	-	. 5	-	8 -	11	. 3	6	-	:		1	-	•	:	:		•	7	18		10	5	<b>34</b> 1	3 6
TOTAL	1	7	. 5	-	8	11	2	6	-	-	•	-	-		1-	-		-	7	18		10	5	25	7 6

# COLCHESTER.

NAMES of PILOTS.

See London District.

RATES of PILOTAGE. See p. 259 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

			В	BI	T I	8 H	<b>V</b> I	88	BEL	8.				1	FOR:	RIG	N '	V E S	BRL	В.					
DISTANCES		٠,٥	OAS	TE	R S.		_		O V E	RS	B A	١.	00.	AST	BRS.		_	OVE	RS H	A.			то	T A	L 8.
for which PILOTED.		Tov Stea	ved by m.		owe Stea			Tov Stea	ved by m.	2		red by		Tow Stear	ed by n.			red by		owe Ste	ed b	,			
	No.	An	nount.	No.	An	nount	No.	An	ount.	No.	A	mount.	No.	Am	ount.	No.	Δn	ount.	No.	<b>A</b>	mou	ınt.	No.	Am	ount
From Pyeficet to Colchester - From Pyeficet to Wivenhoe - From Eastness to Ocichester - From Eastness to Pyeficet - From Eastness to Pyeficet - From Eastness to Stangate - TOTAL		2.	s. d.	1 18 - - - 14	7	ed - 3 9 2 -	-	£.	s. d.	2 - - 1		2 2 - 8 5 8	- - - !-	£.	s. d.	6 6 - 4 16	7 7	a. d. - 6 4 6 4 7 - :	1 2 1 1 1 -	1	8. e. 1 1 1 4 1 5 8 8 - 18	687	8 23 1 5 1 1	9 17 1 10 -	1 9 1 4 5 6 19 10 13 7 2 -
				•		(2	2.)—	-0	U T	<b>w</b> .	A.	R D S	}.										-		
From Colchester to Pyefieet - From Wivenhoe to Pyefieet - From Pyefieet to Sunk	2 -	i	7 :-	6	3	1 1	=	:	:	3 -		1 18 3	=	<b> </b> :	:	1 6	3	17	5 3	-	2 10 8 (	1 4 5 -	1 22 2	1 13 8	- :
TOTAL	,	1	7 -	6	8	1 8	-	1		3	-	1 18 3	Ι-	•		7	4	17 1	7	7	6 2	4	25	17	6

# DARTMOUTH.

Definition of Limits.—From Bob's Nose to the Start and vice versa, and into and out of all ports and places within those limits.

#### NAMES of PILOTS.

Moses, C. H	-	aged 62	Coaker, S	-		aged 54			•	aged 42
Tucker, T	-	- 60	Wright, W	-			Bird, J. L.		-	- 44
Dyer, J. B			Bryan, F. J.		-	- 49	Pillar, J. P	•	-	- 41
Weatherdon, F. C.	-	- 53	Kelland, W. R.	-	•	- 52	Galzias, S	-	-	- 39

#### RATES of PILOTAGE.

Ships boarded without the run of the Mewstone East or the Blackstone West are to pay as follows for pilotage at...

DAR	TMOUTE	τ.			Inw	ards	. Outwards.
				F		foot d.	•
Ships drawing under - Above 10 to 1 ,, 12 to 1 ,, 14 to 1 ,, 16 feet	2 feet 4 feet 6 feet	et w	ater a	nd - - - -	2 3 3 4 5	6 0 6 0 0	Two-thirds of the said rates.

Steamships putting into Dartmouth Harbour for coal only are to pay for pilotage in and out the rate above provided for inwards only.

Vessels calling for despatches only are to pay for pilotage in and out the rate above provided for inwards

pilotage in and out the rate above provided for invested enly.

If boarded within the above named line they are to pay one-half the above-named rates.

If boarded within the Castle they are to pay one-quarter the above-named rates, subject to the circumstances of weather, &c. under which the service may be performed, which circumstances are to be considered and allowed for by the Sub-Commissioners.

Ships boarded without the run of Bob's Nose or Berry Head are to pay as follows for pilotage at—

is.
rds
3
08.
UD.
e

If boarded within the above-named line they are to pay one-quarter part less.

If boarded half a mile only from the outer piers, vessels of all sizes are to pay 1s. per foot of their draft of water.

The pilotage to Tor Bay is not compulsory, but should the master of any vessel choose to employ a pilot to the anchorage therein, the pilotage is to be two-thirds less than that for the harbours of Brixham and Torquay.

Vessels bound to Teignmouth with a Teignmouth

pilot on board, and piloted from Tor Bay to Bob's Nose by a Dartmouth pilot, shall pay for such service 1d. per

The several pilotage rates above specified are subject to a reduction of one-fourth part in respect of vessels propelled by steam and vessels towed by steam vessels, propelled by steam and vessels towed by steam vessels, provided that if any such vessel shall be propelled by steam or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

Masters of ships taking a pilot at sea, viz., two leagues are more form the harbour's mouth, are to raw according

Masters of ships taking a pilot at sea, viz., two leagues or more from the harbour's mouth, are to pay according to circumstances attending the hazard run, assistance required, &c., which is to be regulated, in case of dispute, by the Sub-Commissioners. The pilot is to provide a proper tow-boat and crew, consisting of at least four men, for whose services he shall be allowed to charge 2s. 6d. per man per day in addition to the rate of pilotage; and in case of dispute the same shall be settled by the Sub-Commissioners, and the assistants rewarded according to the risk, time, and trouble.

Steamships (passenger) engaged in the coasting trade are to pay for pilotage services both in and out of Dartmouth Harbour one rate only as follows for—

Steamships drawing 16 feet water and	8.	d.
under	2	0 per foot.
	2	
" 18 feet water to 20 feet	2	9 "
,, 20 feet	3	0 "

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—INWARDS.

			BRI	TISH V	ESS	SELS,			F	OREIGN	VE	SSELS.		
DISTANCES		COAS	T E R	8.		OVE	RSE	S A.		OVE	RSE	A.	T	TALS
for which PILOTED.	No	t Towed by Steam.		owed by Steam.		Towed by Steam.	7	Towed by Steam.	No	t Towed by Steam.		owed by		
	No.	Amount.	No.	Amount,	No.	Amount.	No.	Amount.	No	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour	6	£. s. d. 8 1 4	80	克. s. d. 102 2 6	3	£. s. d. 4 6 10	182	£. z. d. 571 10 6	4	£. s. d.	302	£. s. d. 856 7 2	576	£. s. d
			,	( <b>2.)</b> —O	<b>U</b>	T W A	R	D S.	•		•		-	
From Harbour to Sea	8	20 15 -	<b>6</b> 8	· 75 16 8	- -	: :	37	79 14 8	1 -	2	6 -	19 1 6	1112	169.12. 20 15 -
TOTAL - 1	8	20 15 -	68	75 16 8	-		37	79 14 3	I	2	6	12 1 6	190	190 7

# EXETER.

# NAMES of PILOTS.

Piucombe, T. G Stockman, H. G Thompson, T. W	-	52	Thompson, G. Carnell, C. H. Holman, W. H.		- 25	Wannell, W. C Pym, E. P	- aged 58 - 56
--	---	----	---	--	------	----------------------------	-------------------

# RATES of PILOTAGE.

See p. 261 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

		I	BRI	rish v	R 8	SELS.			F	OREIGN	VE	SSELS.		
DISTANCES		COAS	TBB	8.		OVE	R S 1	A.		OVE	RSE	Δ.	то	TALS
for which PILOTED.		Towed by Steam.		owed by Steam.		Towed by	7	lowed by Steam.		Towed by Steam.		owed by Steam.		:1
-	No.	Amount.	No.	Amount.	No.	Amount	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Bight From Bight to Turf From Right to Topsham - From Bar to Bight From Exmouth to Topsham - TOTAL	90 19 -4 1	£. e. d. 19 4 3 E 11	88 91 14 22 -	\$. e. d. 121 13 6 39 16 10 7 2 1 81 6 7 - 199 19 -	8 - 1 -	8. e. d. 8 14 - 3 11 14 -	17 18 4 7 -	8. e. d. 38 14 9 7 11 9 2 4 9 20 2 10	1 - 6	£. e. d. 10 14 8 - 9 - 1 15 7 - 12 19 1	29 17 2 3 -	8. s; d. 75 7 4 8 18 8 1 14 2 4 19 3	161 146 20 38 1	£. s. d. 269 8 4 65 1 10 11 1 65 14 8 13 411 18 4
	•			(2.)—0	U	TWA	R	DS.			•	· 	•	•
From Bight to Sea From Turf to Bight From Topeham to Bight From Turf to Exmouth From Topeham to Exmouth From Nob to Turf From Bight to Bar  TOTAL	1 2 16 1 1	2 3 10 - 18 - - 13 - - 18 - 10 8 - - 5 - 1 16 1	- - - 2 - 2 - 7	1 16 2 - 19 6 2 16 4 5 12 -	-		2 1 8	4 7 5 - 16 11 5 4 4	• • • • • • • • • • • • • • • • • • • •		8	4 - 8	6 2 4 2 18 1. 4 37	10 11 6 - 18 - 2 9 2 - 18 - 11 7 - 5 - 5 9 4 31 18 6

# FALMOUTH.

Definition of Limits.—From the Dodman to the Lizard and vice versâ, and to and from and into and out of all ports and places within those limits.

#### NAMES of PILOTS.

											-
Richards, M.	aged	69	James, H	aged	55	Pascoe, W	aged	62	Dash, J. (2) -	aged	1 48
Andrew, C	<b>-</b> .	67	Angove, J	-	55	Sawle, J	-	62	Green, H. T.	-	47
Bickford, N. W.	•	<b>6</b> 6	Watts, F. C.	-	<b>5</b> 6	Jenkin, T	-	58	Collings, G. L.		<b>45</b>
Dash, W	•	62	Chard, H. F.	-	56	Williams, S.	-	51		-	40
Andrew, B	-	62	Green, R	•	55	Andrew, J	-	55	Fittock, J. H.	•	47
Andrew, E. J.	-	60	Sawle, J	-	55	Dash, R. C	-	53	Fittock, C	•	47
Dash, J	•	59	Vincent, S	-	54	Andrews, F. J.	• .	54	Williams, J.	-	44
Lowry, S. F.	•	57	Hancock, F.	-	51	Vincent, P -	-	<b>53</b>	Chard, W. J.	_	45
Andrew, H	-	58	Ball, E. J.	-	<b>4</b> 9	Tregeagle, F.	-	49	D D		
Chard, A	_	58	Scott, J	-	<b>5</b> 2	Hodge, E. J.	-	51	Benney, R., -	-	50
Fittock, G		57	Lowry, W. J.	•	56	Jenkin, C	<b>-</b> .	47	Burley, E.	-	34
Vincent, N	<del>.</del> .	56	Coward, T. H.	-	<b>5</b> 9	Barker, A		46			

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND-FALMOUTH-continued.

Ħ
Ç
A
Η
0
1
I
Б
o
Ø
闰
H
A
ĸ

									•								
From	То	8 feet and under.	8 <b>20</b>	11	123	13	14	91	16	11	 81		61	8	<b>a</b>	22	<b>8</b>
	Any navigable part of Helford River, or to within an	6.	s. d.	s. d.	s. d.	. d.	F 6.	. 6.		s. d.	• ·	d.	ė,	76	9.	s. d.	f. g.
	rt Set I	000	1 18	- 07		02 	75 15	9	20	80	<b>&amp;</b>	180	1	- 021	130 -	140 -	150 -
Inside an imaginary line drawn from the Manacles to the Dodman	Ditto	- 08	- 18	<b>1</b> 28	- 30	ا چو <u></u>	98 	0 <b>7</b>	- 46 -	55 1	<b>8</b>	 1	l I	<b>.</b>	1 88	88	100
Inside an imaginary line drawn from the Light House on St. Anthony's Point to the Block House on Pendennis Point	Carrick Roads Falmouth Inner Harbour, St. Mawes Harbour, and St. Just Pool	10 6	13	15 6	18 6	Q Q		ا *	26 6	 23	<b>89</b>	- 87	ı	41 6	9 <b>7</b> -	62	6 6 2
A vessel brought to an anchor, or pilot, outside an imaginary line St. Anthony's Point to the Blot to pay	A vessel brought to an anchor, or taken from her anchorage by a pilot, outside an imaginary line drawn from the Light House on St. Anthony's Point to the Block House on Pendennis Point is to pay	   Inward nilotace as above.	oilotage s	a Pove		· -		_	_	<del>_</del>	_	-	-	-		_	_
A vessel the master of which employs a pilot within the district, and not anohoring or coming within an imaginary line drawn from the Light House on St. Anthony's Point to the Block House on Pendennis Point, is to pay	vessel the master of which employs a pilot within the district, and not anchoring or coming within an imaginary line drawn from the Light House on St. Anthony's Point to the Block House on Pendennis Point, is to pay					•		•									
	,		Outwar	d Pilota	ge, 2s. 6d	. per foot	Outward Pilotage, 2s. 6d. per foot of the draught of water.	ught of w	ater.								
Carrick Roads and vice tersit -	Falmouth Inner Harbour, St. Mawes Harbour, and St. Just Pool	1s. 6d. per foot of the	er foot o		draught of water.	rater.											

- 22. 6d. per foot of the draught of water. - 2s. per foot of the draught of water. Restronguet Malpas . Ditto Ditto

For vessels exceeding 23 feet, an increase for each foot, or part of a foot, in the same proportion as between 22 and 29 feet.

The several pilotage rates above specified are subject to a reduction of one-fourth part in respect of vessels propelled by steam and vessels towed by steam vessels for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as ahall be properlied or towed.

No vessel is to be brought to an anchor outside an imaginary line drawn from the Light House on St. Anthony's Point to the Block House on Pendennis Point, unless at the express desire of the master, of which the plot is to procure a certificate to entitle him to the pilotage; and no vessel is to be brought to an anchor between an imaginary line drawn from the Block House on Pendennis Point to the Block House on Pendennis Point to be brought to she brought to be brought to be brought to be brought to be brought to be brought to be brought to an anchor between the block House on St. Anthony's Point to the Block House on Pendennis Point and an imaginary line drawn from the Block House on Pendennis Point and an imaginary line drawn from the Block House on Pendennis Point and an imaginary line drawn from the Block House or Pendennis Point and an imaginary line drawn from the Block House or Pendennis Point and an imaginary line drawn from the Block House or Pendennis Point and an imaginary line drawn from the Block House or Pendennis Point and an imaginary line drawn from the Block House or Pendennis Point was unless under circumstances of unavoidable mediances of unavoidable mediances.

Pilots kept on board vessels under way outside the harbour shall be entitled to the following scale of pay, viz.:—

									£.	8.	d.	
For a duratio	n of service n	ot exceedir	ng 6	hours	·	-	•	-	_	10	6	
Do.	do.	do.	6	do.	and not exceeding	24	hours	-	1	1	_	
Do.	do.	do.		do.	do.		do.	-	1	11	6	
Do.	do.	do.	<b>3</b> 0	do.	do.	48	do.	•	2	2	_	
Do.	do.	do.	48	do.	do.	54	do.	-	2	12	6	
Do	do.	do.	54	do.	do.	72	do	_	3	3	_	

and so on in like proportion for such service; and pilots remaining on board vessels at anchor within the harbour, when requested by the master thereof so to do, or detained on board of vessels performing quarantine, shall receive the same rate of pay for such detention.

N.B.—No allowance for a pilot going on board a ship in the harbour to take her out, except in extremely bad weather, or when ships are on shore, or making signal of distress, in which cases a reasonable compensation is to be made.

Rate for vessels belonging to Truro, bound to or from that port, and not making signal for or otherwise requiring the services of a pilot:—

From	То	Rate.
Sea and vice versa	Carrick Boads	1d. per foot of the draught of water.

Rates of pilotage between Malpas and Truro and vice versâ, with or without steam :-

									x. s.	a.
	Vessels un	ider 36 re	gister tons	-	•	-	-	-	- 8	_
36 to	ns and un	der 48	do.	-	-	-	_	-	- 10	_
48	do.	<b>6</b> 0	do.	-	-	-	-	-	- 12	_
60	do.	72	d <b>o</b> .	-	-	-	-	-	- 14	
72	do.	84	do.	-	-	-	-	-	- 16	_
84	do.	96	do.	-	-	-	-	-	- 18	_
96	do.	108	do.	-	-	-	-	-	1 -	_
108	do.	120	do.	-	-	-	-	-	1 2	_
120	do.	132	do.	-	-	-	-	-	1 4	-
132	do.	144	do.	-	-	-	-	-	1 6	_
144	do.	156	do.	-	-	-	-	-	1 8	_
156	do.	168	do.	-	-	-	-	-	1 10	_
168	do.	180	do.	-	-	-	-	-	1 12	_
	very 12 to	ns registe	r above 180	tons	-	-	-	-	- 2	_

A reduction of one-third of the above rates to be made in the case of piloting inwards only.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

		1	B R	ITI	3 Н	<b>v</b> :	ES:	S B L	s.			FO	REIG	N	V B S	SBI	s.			
DISTANOBS		0048	TE	R S.			0	VE	RSI	Α.			0 7	E	SE	Α.		то	TA:	LS.
for which		Towed by Steam.		owed by Steam.	y		Tow Stear	ed by n.		owed Steam			Tow ed	bу		owed St.am				
	No.	Amount.	No.	Amou	nt.	No.	Am	ount.	No.	Am	ount.	No.	Amou	nt.	No.	Amo	unt.	No.	Amo	unt.
From Sea to Falmouth	-	£. s. d.	9	£. z. 2 2		181	1	e. d. 2 6	1	_	s. d. 3 3	297	£. s		88		s. d. 19 6		£. 3,027	s. d. 1 3
From Falmouth to Truro	13		198	113 16	3	-	-	-	3	5		-	•	-	21	31	14 9	235		10 -
Delivering Orders	92	417 18 - 98 6 -	-		•	-	-		-    -	-	-	-		•	-	-	-	45 92	417 93	18 -
TOTAL	150	514 8 -	200	115 18	3	181	994	2 6	141	455	3 3	297	1,254 1	4 -	109	357	14 3	1,078	3,691	15 3
	•	•	(	2.)—	0 1	u 1	w	A R	D	s.	'						'	•	•	
From Falmouth to Sea	-		4	3 7	7 <b>4</b>	15	24	4 9	251	441	3 9	141	296	72	183	300	17 8	594	1,066	- 1
From Truro to Falmouth	10	3 4 -	198	111 19	3	-	-	-	1	1	10 -	-	-		18	19	11 -	227	135	4 :
TOTAL	10	3 4 -	202	115 6	7	15	24	4 9	252	413	13 9	141	296	7 2	201	320	8 8	821	1,201	4 1

# FLEETWOOD.

# NAMES of PILOTS.

Gerrard, R.	•	-	aged 53	Ball, G.			aged 50		•	-	-	aged 30
Grimshaw, G.	•	-	- 38	M'Call, J.	•	-	- 43	Wright, D.	•	-	-	- 29
Helm, H	-	•	- 47	Edwards, S.	-	•	- 46	Iddon, T.	-			- 45

#### RATES of PILOTAGE.

See p. 267 of Parl. Paper, No. 154 of 1889.

# AMOUNT received for PILOTAGE of VESSELS in 1901.

# (1.)—I N W A R D S.

	В	RITISH	VESSELS.	FOREIGN VESSELS.	İ
DISTANCES	COAST	ERS.	OVERSEA.	OVERSEA.	TOTALS.
for which PILOTED.	Not Towed by Steam.	Towed by Steam.	Not Towed by Steam.	Not Towed by Steam.	
	No. Amount.	No. Amount.	No. Amount. No. Amount.	No. Amount. No. Amount.	No. Amount.
From Sea to Harbour	£. s. d. 3 8 -	206 10 10	£. s. d. 2. s. d. 65   889 13 1	£. s. d. 2. s. d. 18 68 5 7 85 402 4 2	2. s. d. 462 1,070 1 8
		(2.)—O l	UTWARDS.		
From Harbour to Sea	3 2 1 6	271 178 4 7	70 261 14 4	3 7 1 - 71 215 4 7	418 664 6 -
Assistance, &c	54 29 2 -				54 29 2 -
TOTAL	57 31 3 6	271 178 4 7	70 261 14 4	3 7 1 - 71 215 4 7	472 693 8 -

# FOWEY.

#### NAMES of PILOTS.

Salt, John		aged 59	Dunn, M	aged 63	Johns, W. C	aged 34	Johns, R	- aged 70
Salt, James	-	- 39	Johns, C. E	- 56	Clokes, W	- 49	Toms, C	39
Johns, M.	-	- 56	1				,	•

# RATES of PILOTAGE.

See p. 267 of Parl. Paper, No. 154 of 1889.

# AMOUNT received for PILOTAGE of VESSELS in 1901.

					()						
				B R	тівн	٧	ESSEI	. S.	FOREIGN	VESSELS.	
DISTANCES			0048	TR	R S.		0 A E	RSEA.	OVE	RSEA.	TOTALS
for which PILOTED.			Towed by Steam.	7	owed by Steam.		Towed by Steam.	Towed by Steam.	Not Towed by Steam.	Towed by Steam.	
1		No.	Amount.	No.	Amount.	No.	Amount.	No. Amount.	No. Amount	No. Amount.	No. Amount.
From Sea to Harbour	-	62	£. s. d. 33 1 10	29	£. s. d. 23 3 9	4	£. s. d. 4 3 -	£. s. d. 8 11 -	£. s. d 49 57 4 1	£. s. d. 92 134 14 2	£. 1. d. 238 260 17 10
		1	ı	1	(2.)—O	U	TWA	RDS.	<b>'</b> . '	1 ,	
From Harbour to Sea • •	-	25	8 5 -	54	28 9 -	3	8 17 8	9 15 19 8	15 12 16 5	93 182 19 7	199 202 7 4
Assistance, &c.		53	25 3 2	772	594 6 2	1	1 10 -	12 16 15 4	39 36 13 8	85 107 3 3	955 781 13 7
TOTAL	•	78	33 8 2	826	622 15 3	4	5 7 8	21 82 16 -	47 49 10 1	178 240 3 10	1,154 983 19 11

# HARWICH.

# NAMES of PILOTS.

Rowlands, E. - - aged 63 | Horlock, R. R. - aged 65 | Horlock, S. H. - aged 58

RATES of PILOTAGE.

See p. 268 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

					BR	ΙT	18	H	V E	88	ВL	8.					ΡO	RE	I G N	V B	SS	BL	8.		
DISTANCES			oo.	18	TEF	18.					70	B	k 8 I	B.				0	V B	RSI	S A.			то	TALS
for which PILOTED.	No	t Tov		y	Т	owed Stea				Tow Stea		у	. 1	Cowe Stea		7		Tow Steam	ed by n.		owe Stee				
	No.	An	oun	<b>i</b> .	No.	Aı	mon	nt.	No.	An	noun	t.	No.	An	nou	nt.	No.	Am	ount.	No.	Ar	nou	ıt.	No.	Amount.
		£.	8.	d.		£.		d.		£.	s.	d.		£.	8.	ď.		£.	s. d.		£.	8.	d.		£. s. d.
From Sea to Harwich	-	-		-	-	•		-	-	۱.		.	6	17	6	6	-	-	-	22	58	5	6	28	75 12 <i>-</i>
From Rolling Grounds to Harwich	-	-		-	- [	-		-	-	•		•	-	-		•	-	-	-	11	17	6	6	11	17 6 6
From Harwich to Mistley	14	13	8	9	6	6	12	6	1	1	2	9	2	3	8	-	-	-	-	-	-		-	23	24 7 -
From Mistley to Wrabness	-	-		•	31	9	12	-	-	•		٠	- 1	-		•	-	-		-	-		-	31	. 9 12 -
TOTAL	14	13	8	9	37	16	4	6	1	1	2	9	8	20	9	6	-	•	•	88	75	12	-	98	126 17 6
					(	2.)-	_(	וכ	U I	' W	٧.	A	R	D	s.								•		
From Harwich to Sea	_			.	1	1	11	6	-	-		.	-	-			-			1	1	11	6	2	3 8 -
From Harwich to Rolling Grounds	-	-		.	3	4	14	6	-	-		.	- 1	•			-	-	•	31	32	19	4	34	37 18 10
From Mistley to Harwich	12	11	9 (	,	17	36	6	-	1	1	2	9	1	2	4	-	1	2	1 6	3	9	15	3	35	62 19 -
From Wrabness to Mistley	-	-		-	-	-		-	-	-			-	-		-	1	- :	18 9	-	-		-	1	- 18 9
Docking, &c	1	- 1	10 (	١ ١	-	-		-	- i	-	•	.	-	•		-	-	•	-	-	-		-	1	- 10 6
TOTAL	13	12		.	21	42	12	_	1	1	2	9	1	-3	4	_	2	-	- 1	35	44		1	78	105 5 1

# HOLYHEAD.

#### NAMES of PILOTS.

Owen, W. - - aged 52 | Thomas, T. - aged 46 | Williams, O. - aged 45 | Owen, H. - - aged 4

RATES of PILOTAGE.

See p. 269 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

		()			
	BRIT	ISH AFSSEI	L 8.	FOREIGN VESSELS	J
DISTANOES	COAS	TERS. OV	ERSEA.	OVERSEA.	TOTALS
for which PILOTED.	Not Towed by Steam.		Fowed by No Steam.	t Towed by Steam. Steam.	
	No. Amount.	No. Amount. No.	Amount. No.	Amount No. Amo	ount. No. Amount.
From Sea to Holyhead	2. s. d.	£. s. d. 19 19 19 11 31	2. e. d. 87 17 2 6	£. a. d. 2. d. 12 18 9 12 48	s. d. 2. s. d. 1 5 68 163 5 3
	, , ,	(2.)—O U T W	ARDS.	•	•
From Holyhead to Ses	4 10 17 6	17 19 6 7 24	75 - 4 8	8 15 - 10 38	4 1 54 136 8 - - 4 10 17 6
TOTAL	4 10 17 6	17 19 6 7 24	75 - 4 3	8 15 - 10 88	4 1 58 147 8 6

#### IPSWICH.

Definition of Limits .- From Ipswich Quays to Harwich Harbour and vice versa.

#### NAMES of PILOTS.

Bird, J. C. - aged 66 | Bacon, C. D. - aged 56 | Gardiner, W. - aged 42 | Crane, E. - - aged 42

#### RATES of PILOTAGE

		R	ΑT	Έ	S	of	PILGTAGE.
From HARWIC	н to Рім	MILL REACH	or vi	ce ve	:r80	â.	From HARWICH to IPSWICH DOCK or vice versa.
	For Sail	ing Vessels.			8.	. d.	For Sailing Vessels. s. d.
Under 100 tons re	gister pe	r foot draught	-	-	1	11	Under 100 tons register per foot draught 1 6
100 to 250	٠,,	,,	-	-	1	6	100 to 250
250 to 500	"	"	-	-	1	81	250 to 500 ", " 2 3
500 and upwards	"	"	-	-	1	101	500 and upwards ,, , 2 6
	For !	Steamers.					For Steamers.
Under 100 tons re	gister pe	r foot draught	-	-	1	14	Under 100 tons register per foot draught 1 6
100 to 500	_ ,,	,,	-	-		6	100 to 500 ,, , , , 2 - 500 to 1,000 , , 2 6
500 to 1,000	39	,,	-	-	1	10å	500 to 1,000 , , 2 6
1,000 and upwards	3 ,,	"	-	-	2	3	1,000 and upwards ,, ,, 3 -
From Pin	or vice	ACH to IPSWIC verså:— ing Vessels.	н Do	ock,		-	Vessels discharging part cargoes at Pin Mill Reach and afterwards proceeding to Ipswich Dock, to be charged upon reduced and not upon original draught, and vice versa.
Under 100 tons re	gister pe	r foot draught	-	-	_	41	
100 to 250	***	"	-	-	-	6	£. s. d.
250 to 500	"	,,	-	-	-	61	Mooring and unmooring in Pin Mill Reach,
500 and upwards	"	"	-	-	-	71	if vessel discharges whole cargo there 15 -
	For S	Steamers.					5
Under 100 tons re	gister pe	r foot draught	-		_	41	Docking and mooring at Ipswich Dock:
100 to 500	- ,,	1,	-	•	_	6	Under 250 tons register 5 -
500 to 1,000	"	"	-	-	_	71	,, 1,000 ,, -, 10 -
1,000 and upwards	"	"	-	-	_	9	Above 1,000 ,, ,, 1 10 -

#### REGULATIONS FOR CONDUCTING THE PILOT SERVICE.

- 1. The pilots shall not absent themselves from the port without the permission of the Sub-Commissioners, and the chairman of the Sub-Commissioners shall not excuse any pilot from the performance of his duty on any plea whatever, except that of illness, duly attested by medical certificate, which certificate shall be laid before the Sub-Commissioners.
- 2. If any pilot shall fail to be at his station in his turn to take charge of any vessel that may arrive, or shall otherwise neglect his duty as a pilot, the chairman of the Sub-Commissioners, as directed by his instructions, is to report the same to the Sub-Commissioners, who shall forthwith take cognisance thereof; and if the offence be such as, in their opinion, to merit suspension or dismissal, they shall report the same to the Corporation for its decision, in the meantime detaining the offender's licence in their custody.
- 3. All pilots, when not employed in piloting vessels, shall report themselves every day at the Custom House on the Custom House Quay, and attend at the dock entrance from two hours before high water to one hour after, and at such other times of the day as may be necessary.
- 4. The pilots shall take charge of vessels inward-bound, as they may arrive, in accordance with a system of employment to be laid down by the Sub-Commissioners; but the master or owner shall have the option of selecting his own pilot when proceeding outwards.
- 5. Two or more pilots, as the chairman of the Sub-Commissioners may deem necessary, shall go down in turn to the lower pilot boat, and two or more shall remain at the dock every Monday morning, and when-

- ever else occasion may require, unless there shall be any vessels in the river requiring pilots; and every pilot who shall have piloted a vessel up shall return to his proper station immediately such vessel shall have been safely moored.
- 6. The pilots shall not leave the lower station unless the tide flows at six a.m. on the Monday; and when they arrive at Ipswich they shall not be entitled to take charge of any vessel that tide, if there be any pilots disengazed.
- 7. No pilot, if engaged on other business than piloting, is to presume to hoist the pilot flag, with the view of obtaining employment as pilot, on board any vessel, unless such vessel shall be in distress for want of a pilot; nor shall pilots in their trips to or from any port or place, on their own affairs, interfere with those who are on the service and duty of pilotage, and regularly looking out for employment as such; nor shall any pilot engage himself by the month, voyage, or otherwise; nor, being a passenger on board a vessel, shall he presume to act as a pilot during that time, if any other duly licensed pilot offer his services.
- 8. The Sub-Commissioners of Pilotage being empowered by the Corporation of Trinity House to adjust differences in respect of the payment of pilotage, &c., and to take cognisance of all complaints and disputes, the pilots, or any person or persons who may have reason to be dissatisfied with the conduct of the pilots, are to address themselves to the Sub-Commissioners, who will act in the matter according to their discretion, and in conformity with their instructions from the said Corporation.

- 9. Each pilot is to deliver to the chairman of the Sub-Commissioners, at the expiration of every month, an account, on one of the forms provided for that purpose, of the name, &c. of every vessel piloted by him in that month, and of the amount he received for piloting the same, and he is to pay to the Sub-Commissioners a poundage of sixpence in the pound on the amounts so received, which poundage is to be applied by the Corporation of the Trinity House to the purposes of the "Pilots' Fund," as provided by section 630 of the Act of Parliament 57 & 58 Vict. c. 60, and a further poundage of fourpence in the pound for expenses of the chairman of the Sub-Commissioners of Pilotage.
- 10. Any pilot who may be desirous of proceeding against the master of a vessel who, being liable to employ a pilot, shall have refused his services, for the recovery of the penalties imposed by Act 57 & 58 Vict. c. 60,
- s. 622, shall state the particulars of his complaint in writing to the Sub-Commissioners, who shall, if the case appear to them to be sustainable at law, report the same to the Corporation of Trinity House, for their consent to the commencement of proceedings, or otherwise, as to them may seem meet.
- 11. Each pilot may take one apprentice, between the ages of 14 and 16 years, provided such apprentice can read and write, and such apprentice, having faithfully and bond fide served for a term of seven years, and having quitted the same with a well-attested good character to the satisfaction of the Corporation of Trinity House, shall, if on examination he is found to be qualified, have the preference to succeed to any vacancy that may occur; but no person shall be licensed as a pilot until he shall have attained the age of 21 years, nor after he has passed the age of 35 years.

# AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)-I N W A R D S.

		В	RIT	H81	V E	SSRLS			y	BEIGN	VE	SSELS.		
DISTANOES		COAS	TEI	R 8.		OVE	R. S. I	E A.	,	OVE	RSE	<b>A.</b>	то	TALS.
for which PILOTED.	No	t Towed by Steam.		owed by Steam.		Towed by Steam.		owed by Steam.		Towed by Steam.		owed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		2. e. d.		£. s. d.	- 	£. e. d.
From Harwich to Ipswich	- 4	4 14 6	89	91 3 1	2	2 14 -	22	25 5 8	1	- 10 -	71	80 4 6	189	204 11 9
From Downham to Ipswich	-		1	- 16 4	-		5	3 17 11	1	- 12 6	7	6 4 2	14	11 10 11
From Harwich to Downham	- 1	- 9 -	1	- 14 7	-	• •	3	2 6 1	-		7	5 1 3	12	8 10 11
From Levington to Ipswich	- 1	- 14 -	-		-		-		-		-		1	- 14 -
TOTAL	- 6	5 17 6	90	92 14 -	2	2 14 -	80	31 9 8	2	1 2 6	85	91 9 11	215	225 7 7
			•	(2.)—(	o u	TWA	R	DS.	-					
From Ipswich to Harwich	-   -		93	78 16 -	-		. 5	5 4 -	1	1 4 9	73	60 - 5	172	145 5 2
From Downham to Ipswich	-   -		1	1 11 6	-		¦ -		-		-		1	1 11 6
From Downlam to Harwich	- 1	- 9 -	1	- 9 -	1	- 9 -	-		-	• •	.9	- 16 6	5	2 3 6
TOTAL	- 1	- 9 -	95	80 16 6	1	- 9 -	5	5 4 -	1	1 4 9	75	60 16 11	178	149 - 2

#### ISLE OF WIGHT DISTRICT.

#### NAMES of PILOTS.

Finey, J Luckham, W. J. Suter, G	aged 50 - 48 - 51	Newman, E. D Caws, J. A Newman, R	- 60 - 69 - 66	Miller, G Rowe, J Miller, H.	55   58   51	Knapp, C. A Greenham, L Greenham, B. W.	- 37 - 55 - 49
Wallis, E. J. C	- 50	Wallis, G	- 40	Webb, W. J.	53	White, G. H	- 54
Davis, A. T	- 58	Wallis, W. J.	- 52	Caws, C. H.	41	Barron, M	- 44
Caws, W. R	- 51	Love, E. H. G	- 51	Caws, H	50	Burden, A. H.	- 39
Weam, J. J.	- 65	Sivell, F	- 35	Austin, C. E.	63	Caws, S. E	- 29
Caws, C. A	- 55	Greenham, R. C.	- 30	Rashley, R.	37	Caws, W. M	- 26
Caws, L. R.	- 53	Vine, C	- 69	Webb, W	42	Osborne, H. F	- 36
Caws, N. P.	- 56	Coote, J	aged 54	Knapp, H.	- aged 42	Greenham, A. E.	- 25
Davis, A. H.	aged 47					,	

RATES of PILOTAGE.

See p. 141 of Parl. Paper, No. 251 of 1891.

# CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND-ISLE OF WIGHT-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

			вк	ITISH	<b>v</b>	ESSEI	s.		F	FOREIGN	VE	SSELS.			
DISTANOES		0048	TE	R 8.	OVERSEA.				OVERSEA.				TOTALS.		
for wnich PILOTED.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount	
From Sea to Cowes	58 33 91	8. s. d. 63 2 6 25 15 - 87 17 6	107 5 4 - 45 681	£. s. d. 112 12 4 10 16 5 9 13 10 69 15 9 781 14 5	- 5 1 - 3 9	5 2 -	2 5 440 - 2 16	£. a. d. 7 17 6 27 11 7 2,473 17 9 4 7 9 23 1 11 2,496 16 6	3 14 7 - - 3	: :	7 35 434 18 140	2. c. d. 13 11 107 13 3 2,594 13 10 2.7 2 3 151 5 9  2,894 6 1	58 65 876	£. a. (144 5 1) 233 15 5,058 4 62 2 101 5 1,002 17 6,592 10 10	
		•		(2.)-	-0	u T w	A	RDS.	-		. ,		•		
rom Cowes to Sea rom Portsmouth to Spithead - rom Spithead to Sea	-		101 42	72 8 6 50 19 9	-	: :	- 1 6	2 2 9 34 19 -	- - 2	14 19 3	5 18 10	5 17 - 15 18 9 34 11 1	106 56 18	78 5 69 1 84 2	
TOTAL	-		148	128 8 8	-		7	37 1 9	9	14 19 8	28	56 6 10	180	231 9	

# BOARDING MONEY (for putting Pilots on board Vessels outside Needles or Nab Light).

	Number.	Amount.
British Coasters	6 453 473	£. 6 894 872

# LOWESTOFT.

# NAMES of PILOTS.

Drake, J. - aged 55 | Ellis, J. - aged 57 | Herrington, W. - aged 53 | Munnings, J. J. - aged 29

# RATES of PILOTAGE.

See p. 277 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

		1	B R	ITISH	v	ESSE	F	OREIGN								
DISTANCES		COAS	TE	R S.		OVERSEA.				OVERSEA.				TOTALS.		
for which PILOTED.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.	<b>'</b>			
		Amount.	No.	Amount.	No.	Amount	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount		
From Sea to Roads From Roads to Harbour From Sea to Yarmouth Roads,	1 -	£. s. d. 1 19 -	5 66	£. a. d. 8 14 10 89 9 6	1 -	£. s. d 2 11 -	13 26	£. s. d. 32 - 6 53 8 6	16 - 2	£. a. d. 44 13 6	22 142	£. a. d. 45 15 - 176 8 3	58 284 3	£. s. d. 135 13 10 319 1 3		
TOTAL	1	1 19 -	71	98 4 4	1	2 11 -	39	85 9 -	18		165	228 18 3	295	461 19 1		
				(2.)-	-0	UTW	<b>7 A</b>	RDS.								
From Harbour to Sea From Roads to Sea From Harbour to Roads Assistance, &c TO "AV	- 1 4 - 5	- 17 - 7 13 3 8 10 3	63 -			· ·	2 3 13 -	3 1 3 3 19 5 15 18 10 	1 6 7		18 80 -	5 10 - 19 15 6 174 6 10 - 199 12 4	9 24 157 4	17 8 7 40 9 10 265 12 6 7 13 8		

# MALDON.

#### NAMES of PILOTS. See London District.

#### RATES of PILOTAGE.

See p. 277 of Parl. Paper, No. 154 of 1889.

# AMOUNT received for PILOTAGE of VESSELS in 1901.

# (1.)—I N W A R D S.

		BRITISH	VESSELS.	FOREIGN VESSELS.			
DISTANCES	0018	TERS.	OVERSEA.	OVERSEA.	TOTALS.		
for which PIL()TED.	Not Towed by Steam.	Towed by Steam.	Not Towed by Towed by Steam. Steam.	Not Towed by Steam.			
	No. Amount.	No. Amount.	No. Amount. No. Amount.	No. Amount. No. Amount.	No. Amount		
rom Stangate to Maldon	- 45 E. s. d.	£. s. d. 3 10 -	£. s. d. 2 £. s. d. 3 1 17 6	£. s. d. 2 10 - 8 4 4 -	£. s. d		
		(2.)—O U	TWARDS.				
rom Maldon to Stangate	-   45   16 10 8	8 3 13 9	1 1 1 15 -	4 5 15 6 3 5 15 6	61 83 10		

# MILFORD.

#### NAMES of PILOTS.

Hancock, P aged 61	Watkins, John - aged 60	Hancock, J. P aged 34
John, A 52	Watkins, James - 52	Hancock, F. J 34

RATES of PILOTAGE.

See p. 278 of Parl. Paper, No. 154 of 1889.

# AMOUNT received for PILOTAGE of VESSELS in 1901.

•		BR	lTI	SH VES	SEL	S.	F	ORBIGN	l				
DISTANCES		COAS	TBR	8.	0.1	ZERSEA.		оув	TOTALS.				
for which PILOTED.		Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		owed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount	
rom St. Anne's to Milford - rom Skokam Island to Milford - rom St. Milford - rom St. Anne's to Pembroke Dock. rom Skokam Island to Pembroke Dock. rom Skokam Island to Pembroke Dock TOTAL	-	£. s. d.	2 -4 1 -	2. 2. d. 3 13 6 10 19 5 1 10 4 	17 2 3 1 - 22 U T	2. a. d. 34 1 - 6 12 2 - 9 9 - 4 10 9 - 54 12 11	2 1 1 1 1 -	2. 2. d. 6 3 - 2 18 6 4 4 - 3 18 -	7 8 1 - 3 1 - 20	£. s. d. 11 18 6 25 11 1 2 1 4 15 2 3 10	28 10 2 7 6 1	£. e. d 55 16 32 3 3 4 19 10 24 12 8 24 19 1 2 3 10	
rom Milford to St. Anne's rom Pembroke Dock to St. Anne's.	-	: :	-1	3 7 6	1 .	- 18 9 9 4 6	2	5 3 6	9 3	8 8 9 9 18 -	12 6	14 11 22 10	
rom Pembroke Dock to Sea rom Milford to Pembroke Dock ssistance, &c.	- 2 50	2 7 - 109 8 3	=		-	: :	=		1 -	1 19 2	1 2 50	1 12 2 7 109 3	
TOTAL	52	111 10 3	1	3 7 6	3	10 3 3	2	5 3 6	13	20 5 11	71	150 10	

# NEATH.

Definition of Limits.--From the outside of Neath Bar (Fairway Buoy) into the Port and Harbour of Neath, or vice versâ.

# NAMES of PILOTS.

Harris, W. · -	age	d 53	Williams, L	ag	ged 61	Perrett, G.	-	aged 51	Perrett, S	a	.ged	54
Williams, D			1					•	_			
Collins, T. C	•	60	Davies, D	-	57	Deacon, J.	-	- 55	Williams, G	-		41
Phillips, G	-	65	Phillips, J	-	63				!			

#### RATES of PILOTAGE.

See p. 155 of Parl. Paper, No. 160 of 1894.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

				·/—I I W	21 10 10 10 10 10 10 10 10 10 10 10 10 10					
		ВЕ	ITIS	H VESSE	FOREIGN VESSELS.	•				
DISTANCES		COA	STER	S.	OVERSEA.	OVERSEA.	TOTALS.			
for which PILOTED.		Towed by Steam.		owed by Steam.	Towed by Steam.	Towed by Steam.				
	No.	Amount.	No.	Amount.	No.   Amount.	No.   Amount.	No. Amount.			
		£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.			
From Sea to 1st Station -	3	1 8 -	496	330 11 2		15 12 8 -	514 344 7 2			
From Sea to 2nd Station -	-		231	156 19 5	1 - 15 -	4 65-	236 163 19 5			
From Sea to 3rd Station -	-		12	5 7 6			12 5 7 6			
TOTAL	3	1 8 -	739	492 18 1	1 - 15 -	19 18 13 -	762 513 14 1			
	•	•	(2.)	O U T W	ARDS.	•	•			
From 1st Station to Sea -	2	1 1 6	479	321 7 4		13 12 14 6	494 335 3 4			
From 2nd Station to Sea -	-		231	162 1 6	1 - 15 -	4 6 5 -	236 169 1 6			
From 3rd Station to Sea -	-		8	3 16 6		-	8 3 16 6			
Assistance, &c	12	60	-		-   -   -		12 60			
TOTAL	14	61 1 6	718	487 5 4	1 - 15 -	17 18 19 6	750 568 1 4			

#### NEWHAVEN.

#### NAMES of PILOTS.

Wood, G. - - aged 55 | Pay, G. - - aged 62 | Robinson, R. - aged 30 | Souter, J. - - aged 48 Taylor, J. A. - - 48 | Winter, R. - 52 | Mockford, R. - - 33 |

RATES of PILOTAGE.

See p. 280 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)-I N W A R D S.

DISTANCES for which		BRI		H VESS	1	ERSEA.		OREIGN			то	TALS.
PILOTED.		Towed by Steam.		owed by Steam.		owed by Steam.		Towed by Steam.		owed by		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Ŋo.	Amount.
From Sea to Harbour Distance Money, Amistance, &c	2 87	£. s. d. 2 11 8 371 9 6	161	£. s. d. 210 - 3	11	£. s. d.	-	£. s. d.	58	£. s. d.* 71 11 -	232 87	£. s. d. 298 11 9 371 9 6
TOTAL		874 - 9	161	210 - 8	11	14 9 8	-		58	71 11 -	319	670 1 1
			(2.	.)—O U '	r w	ARDS	<b>.</b>					
From Harbour to Sea	-		155	86 1 -	13	7 13 11	-		53	28 10 1	221	122 5 -

#### ORFORD HAVEN.

#### NAMES of PILOTS.

Langman, T. - aged 52 | Norton, A. - aged 51 | Gibbs, W. - aged 50 | Largman, F. - aged 40

RATES of PILOTAGE.

See p. 164 of Parl. Paper, No. 290 of 1897.

#### CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND-ORFORD HAVEN-continued.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

		BRITISH	VESS	ELS.		
DISTANCES		COAS	TERS.		т	TALS.
for which PILOTED.	Not T	owed by Steam.	Tow	ed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Orford Haven	151	£. s. d. 46 2 1	105	£. s. d. 22 9 -	256	£. s. d. 68 11 1
	(2.)	_о <b>и т w а</b>	R D S.	•		
From Orford Haven to Sea	141	38 15 6	64	14 12 2	205	<b>53</b> 7 8
Assistance, &c	108	37 5 6	-		108	37 5 6
TOTAL	249	76 1 -	64	14 12 2	313	90 13 2

#### PADSTOW.

#### NAMES of PILOTS.

England, R. - - aged 42 | French, O. - - aged 38 | Nugent, T. - - aged 44 Brown, S. - - 51 | Baker, W. H. - - 42 |

#### RATES of PILOTAGE.

See p. 282 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for Pilotage of Vessels in 1901.

#### (1.)—I N W A R D S.

			вв	itish v	ES	SELS.			F	OREIGN	V E	SSELS.		
DISTANCES		COAS	TEI	R S.		OVEI	SE	Α.		OVE	RSE	A.	T	OTALS.
for which PILOTED.	No	t Towed by Steam.	:	lowed by Steam.		Towed by Steam.		owed by Steam.		Towed by Steam.	7	Fowed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount
From Stepper Point to Padstow	253	£. s. d. 157 14 -	13	£. s. d. 17 5 5	-	£. s. d.	-	£. s. d.	1	£. s. d. 3 12 -	3	£. s. d. 8 - 4	970	£. e. d. 186 11 9
		•		(2.)—0	U '	r w a	Rl	D S.						
From Padstow to Stepper Point Assistance, &c.	8	\$ 10 1 10 3 -	7	5 17 9	=		-	: :	1 -	1 1 -	3 -	3 2 9	19 6	13 11 6 10 3 -
TOTAL					-		-		1	1 1 -	3		25	23 14 6

#### PENZANCE.

#### NAMES of PILOTS.

Pollard, R. - aged 48 | Nicholls, F. - aged 43 | Quick, J. T. - aged 47 | Vingoe, Alfred aged 32 Nicholls, P. - - 50 | Nicholls, B. - - 53 | Trewhella, G. H. - - 42 |

RATES of PILOTAGE.

See p. 284 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

						В	RIT	18	H	VE	88	BI	s.				F	ORI	BIG	N	VE	881	LS	3.			
DISTANCES				00	A S	TE	R 8.					0	V E	RSE	A.				o <b>v</b>	E F	SE	A.			то	TAI	L S.
for which PILOTED.		No	t To		by	'	rowe Stee		 '	No	t To Ste	wed		2	owed		No	t Tov		b <b>y</b>	7	l'owe					
		No.	Δı	nou	n <b>t.</b>	No.	A	nout	at.	No.	<b>A</b>	mot	nt.	No.	Am	ount.	No.	An	nour	t.	No.	Ar	nour	ıt.	No.	Amo	ount.
rom Sea to Harbour -	-	256	£. 55	<b>s.</b> 8	d. 3	217	£. 142	ø. 1	<b>d</b> . 1	-	2		d.	10	£. 25	a. d. 5 9	22	£. 40	e. 7	d. 3	10	£	. <i>s</i> .	d. 3	515	£. 280	e. d 8 7
						•	,	(2	2.)-	-0	U	Т	w	AI	R D	s.		•		•	•	ı			•		
rom Harbour to Sea •	•	256	55	8	3	221	147	1	2	10	2	2 16	3	-	-		11	11	8	6	4	4	-	6	503	240	14 4
ssistance, &c	-	177	66	9	9	-	-		-	-	-		-	-	-	-	-	-		•	-	-		•	177	66	9
TOTAL	- [	433	12:	18	_	221	147	1	2	10	2	2 16	8	-	-		11	11	8	6	4	4	٦,	6	679	307	4

#### PLYMOUTH.

#### NAMES of PILOTS.

Glinn, J. ' -	aged 72	Ridgeway, C	aged 63	Skilton, J. B	aged 49	Staddon, T. W. E.	aged 44
Williams, J. B	- 72	Parford, J	- 50	Pascho, J	- 52	Odgers, T	- 44
Tucker, W. W	- 68	Hancock, W. R	- 56	Williams, J. H. M	[. <b>- 4</b> 8	Williams, J. H	- 43
Hancock, S	- 62	Glinn, J. A.	- 49	Glinn, H. R.	- <b>4</b> 6	Phillips, G. H	- 47
Kent, W. F.	- 62	Folley, W. R	- 58	Collings, J. S	- 46	Brooks, W. H. G.	- 29
Chappell, H		Sheldon, C. H	- <b>4</b> 8	Skilton, G. H	- 47	Collings, W. A	- 31
Brooks, S. W	<b>.</b> 56	,		1		1	÷

#### RATES of PILOTAGE.

See p. 170 of Parl. Paper, No. 268 of 1901.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

			B R	ITISH	▼ :	E-SSEL:	3.		P	ORRIGN	VBS	8 E L S.		
DISTANCES		COAS	TE	R.S. •		OVE	RSE	A.		OVER	SEA	•	TO	TALS,
for which PILOTED.		Towed by Steam.		owed by Steam.		Towed by Steam.		owed by Steam.		Towed by Steam.		ewed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Sound - From Sea to Harbour - From Sound to Harbour - Assistance, &c	- 30	£. s. d.	1 -	£. s. d. 1 10	13 1 -	£. s. d. 39 11 11 3 5 -	431 77 34	£. s. d. 1,612 1 8 324 5 5 85 8 2	74 3 -	£. s. d. 219 18 2 8 5 2	237 90 38	£. e. d. 908 7 5 360 2 10 197 19 9	756 171 72 30	£. s. d. 2,781 9 2 695 18 5 283 2 11 48 18 5
TOTAL	30	48 18 5	1	1 10 -	14	42 16 11	542	2,021 10 3	77	228 3 4	865	1,466 10 -	1,029	3,809 8 11
		'	•	. (	2.)-	_0 U T	w.	ARDS	•	,			•	
From Sound to Sea From Harbour to Sea - From Harbour to Sound -	1 -	1	=   =	: :	1 -	2 5 11	403 80	852 17 4 261 4 10	.6 .2 2	9 17 2 6 18 9 3 6 -	195 127 7	899 19 11 370 18 4 15 11 10	606 209 9	1,266 - 4 639 1 11 18 17 10
TOTAL	1	1	-		1	2 5 11	483	1,114 2 2	10	20 1 11	329	786 10 1	824	1,924 - 1

#### POOLE.

#### NAMES of PILOTS.

Brown, T	-	•	aged 63	Brown, T., jun	-	aged 35	Wills, J. F.	-	-	aged 33
Wills, F. W.	-	-	- 64	Brown, G. H. J.	-	- 33	Condon, F. W.	-	-	- 38
Brown, E.	-	-	- 51	Wills, T. H	-	- 38	Stone, W. H.	-	-	- 49

#### RATES of PILOTAGE.

See pp. 158 and 159 of Parl. Paper, No. 160 of 1894.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

•	.		BRI	rish	V E	88	els.					₽O	RB	G N	V E	88 <b>E</b>	L 8.			
DISTANCES		COAS	TER	s.			0	V E	RSI	3 A.			, 0	V E	R S. E	Α.		TO	TAT	L 5.
for which PILOTED.		Towed by Steam.		owed by Steam.			Towe Steam			owe Stea			Tow Stear			owed t				
	No.	Amount.	No.	Amou	nt.	No.	Amo	unt.	No.	An	ount.	No.	Am	ount.	No.	Amo	ınt.	No.	Am	ount.
		£. s. d.		£. s. 245 18	d.		£.	s. d.		£.	s. d.		£.	s. d.	1	2	. d.		£.	s. d.
From Sea to Harbour	100	112 6 -	215	245 18	1	5	4 1	6 -	9	21	3 10	17	29	9 -	64	140 13	8	410	554	6 7

#### (2.)—O U T W A R D S.

From Harbour to Sea							
TOTAL	70	65 18 4 224	185 10 11 2	2 3 5 28 32 14 8	4 8 19 - 55	57 14 6	383 348 - 5

#### PORTMADOC.

#### NAMES of PILOTS.

Owen, H. J. - - aged 62 | Morris, E. - - - aged 55 | Williams, J. - aged 62 | Humphreys, J. - - 64 |

RATES of PILOTAGE.

See p. 288 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)--INWARDS.

		BRI	rish	vess:	ELS.			REIGN SSELS.		
DISTANCES		COAS	TER	з.	O V	ERSEA.	ο ٧	ERSEA.	т	OTALS.
for which PILOTED.		Towed by Steam.		wed by Steam.		wed by Steam.		owed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour -	-	£. s. d.	<b>24</b> 0	£. e. d. 87 18 8	20	£. s. d.	7	£. s. d. 5 8 9	267	£. e. d. 104 16 5
			(2.	)O U T	W A	RDS.				
From Harbour to Sea -	-		243	115 7 8	19	15 10 8	7	5 19 7	269	136 17 6

#### PRESTON.

#### NAMES of PILOTS.

												Kinsman, T.				
Wilson, E.	-	-	-	•	<b>5</b> 0	Orr, B. W.	-	-	-	•	32	Wells, F	-	•	•	31
Wignall, T.	•	•	• ·	-	54	Chapple, J.	-	•	•	-	46					

RATES of PILOTAGE.

See p. 160 of Parl. Paper, No. 160 of 1894.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—1 N W A R D S.

		BRIT	181	VESS	RLS.		1	OREIGN	VES	SELS.	İ	
DISTANCES		COAS	TERS	<b>J.</b>	οV	ERSBA.		0 <b>V E</b> 1	R 8 E /	· ·	т	TALS.
for which PILOTED.		Towed by Steam.		owed by Steam.		owed by Steam.		Towed by Steam.		owed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Nelson Buoy and Sea to Preston Docks.	1	£. s. d. 1 8 9	504	£. s. d. 664 11 7	31	£. s. d. 146 8 6	-	£. s. d.	191	£. s. d. 416 14 7	657	£. s. d 1,226 18
			(2.)	-0 U T	. w .	ARDS.					_	
From Preston Docks to Nelson Buoy and Sea.	1	1 7 6	437	566 - 6	20	69 6 8	-		85	242 15 8	548	879 9 1
Assistance, &c.	97	60 4 -	_				-	·			97	60 4
TOTAL	98	61 11 6	437	566 - 6	20	69 6 6	-		85	242 15 8	640	939 13

#### ROCHESTER.

#### NAMES of PILOTS. See London District.

#### RATES of PILOTAGE. See London District.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

					вя	ΙT	18	H	VE	s s	EI	s.						FOI	REI	JN .	V.ES	8 13	LS			l	
DISTANCES			σo	AS	T E	RS.			 		70	7 E	RSI	E A.		CC	AST	ERS.		(	VE	RS	B.	۷.		.· TO	TALS.
for which . PILOTED.		To Ste		l by		owe Stea		7		Tov Stea		by		owed Steam			owed Stea		No	t Tow Steam		,		wed Stear			- A D B.
	No.	A	moi	ınt.	No.	Ατ	nou	nt.	No.	An	nou	nt.	No.	Am	ou <b>nt.</b>	No.	An	ount.	No.	Am	ount	. N	To.	Am	ount.	No.	Amount.
		£		. d.	Ī	1	8.			£.	8.	đ.			a. d.		£.	s. d.		£.	8. 6	2.		£.	s. d.		£. s. d
from Nore to Rochester,	-	-		-	23	64	3	3	1	2	2	- '	1	1	1 6	-	-	•	7	17	16	3 2	19	69 1	0 11	61	155 6 11
Chatham, &c. From Sheerness to	3	4	17	6	462	559	6	3	- 1	-		-	5	. 9	1 2	-	-	•	17	23	12	9 4	16	82	8 2	533	884 5 10
Rochester, Chatham, ac. From Nore to Sheerness	-	-		•	6	12	9	9	-	-		-	3	5	12 -	-	<b>'</b> -	•	1	2		-	3	4 1	10 –	13	24 11 1
From Nore to Queenboro'	-	-		-	1	1	17	6	-	-		-	2	2 1	13 3	l -	-	-	4	8	9	6   1	12	15	3 -	19	28 3 3
rom Sheerness to Queenboro'.	2	1	11	-	-	-		•	-	•		-	-	-	•		-	-	-	•	-		7	11		٩	13 11 -
TOTAL	5	6	8	6	492	637	16	9	1	2	2	-	11	19	<b>- 11</b>	<del>-</del>	-	•	29	56	18	6 8	97	182	12 1	635	904 18
									(	2.)	_	o	U .	r w	<b>A</b>	R I	S	•									
From Rochester, Chat-	-	١ -		-	12	31	9	3	-	-		-	-	-		-		•	1	3	19	6	2	3	15 9	15	39 8
ham, &c., to Nore. From Rochester, Chat-	-	١.		-	473	563	12	3	-			-	-	-	-	۱.		-	-			.   :	30	40	2 5	502	603 14
ham, &c., to Sheerness. From Sheerness to Nore	-	١.		-	4	8	8	-	-	-		-	-	-	-	-	-	-	-	-		.	5	6	8 6	,	14 16
From Queenboro' to Nore	-	-		-	-	-		-	-	-			2	3	19 -	-	-	-	-	-		.	2	7	11 6	4	11 8
TOTAL	-	١.		-	488	603	9	6	<u> </u>	-		-	2	3	12 -	-	-		1	3	19	6	39	57	17 5	530	668 18

#### RYE.

NAMES of PILOTS.

- - aged 56 | Chandler, W. P. - - aged 55 Downey, S. R.

RATES of PILOTAGE. See p. 289 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (L)—INWARDS.

	1	<del></del>		<del> </del>	<del></del>		·	ι — — —
		<b>B</b> 1	RITISH	VESSELS.		FOREIGN	VESSELS.	
DISTANCES		COASI	ERS.	OVERSE	Δ.	OVE	RSEA.	TOTALS.
for which PILOTED.	No	t Towed by Steam.	Towed by Steam.		owed by Steam.	Not Towed by Steam.	Towed by Steam.	
	No.	Amount.	No. Amount.	No.   Amount. No.	Amount.	No. Amount.	No. Amount.	No. Amount
From Sea to Harbour -	- 1	£. s. d. - 3 3	£. s. d. 96 69 4 10	£. s. d.	£. s. d.	£. s. d.	£. s. d. 5 7 - 11	£. s. 102 76 11
• .		,	(2.)-0	UTWAR	DS.	• (	· ·	• •
From Harbour to Sea		-	85 45 19 -	- - -		1-1	3 2 11 -	88 48 10

#### ST. IVES.

#### NAMES of PILOTS.

Trevaskis, J.	-	aged 52	1	Stevens, R. G.	-	-	age	d 52	Love, T. G	-	age	d 37
Stevens, J	٠	- 68		Cocking, M.	-	-	-	59	Curnow, J	-	-	31
Stevens, W. G.	-	- 61		Couch, A	•	-	-	64	Beard, W	-	•	28

#### RATES of PILOTAGE

FOR

ST. IVES, HAYLE, AND PORTREATH.

Sec p. 170 of Parl. Paper, No. 290 of 1897.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### '(1.)—I N W A R, D S.

		BRI	TIS	H VESS	ELS.		F	OREIGN	VES	SELS.		
DISTANCES		COAS	TER	s.	οΨ	ERSHA.		OVE	RSEA	<b>L.</b>	TO	TALS.
for which PILOTED.		Towed by Steam.		owed by Steam.		owed by Steam.		Towed by Steam.	Т	owed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Hayle From Sea to St. Ives TOTAL	65	£. s. d. 21 17 3 24 16 8 46 13 11	263 3 266	£. s. d. 146 12 7 1 10 2 148 2 9	i	£. s. d. 1 16 9	1 1 2	£. s. d. 1 16 - 1 8 9	2 - 2	£. s. d. 2 15 6 - 2 15 6	326 59 385	£. s. d. 174 18 1 27 15 7 202 13 8
	•	•	(2	.)—0 U	T W	ARDS	S.					
From Hayle to Sea Prom St. Ivez to Sea	10 61	3 1 8 15 15 -	200	94 15 - 1 4 2	=	: :	- 1	- 17 6	] =	<b>:</b> :	210 64	97 16 8 17 16 8

#### SCILLY.

18 16 8

#### NAMES of PILOTS.

							Hicks, A. J	
Hicks, A	-	- 63	Legg, T.	-	-	- 44	Mortimer, W. G	- 56
Hicks, W. T.		- 44						

#### RATES of PILOTAGE.

See p. 291 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)-INWARDS.

					BR	I T	18	вн	V	881	B E	L S.					ŀ	OR	B I	G N	VI	1881	L	8.			
DISTANCES			O	0 & 1	STEI	R 8.					0	V E	RSE	A					0	V B	R.S.1	B A.			то	TA	L 8.
for which FILOTED.	No	ot To Ster		l by		owe Ste		,	N		owe	l by	1		ed b		No	t To Ster		by	,	Towe Stee		7			
	No.	Aı	mou	ın <b>t.</b>	No.	A	nio	nnt.	No	o.   1	mo	nt.	No.	1	mot	ın <b>t.</b>	No.	Ar	nou	nt,	No.	Aı	nou	nt.	No.	Am	oun
		£.		d.		£	3. <b>s</b> .	d.	İ	1	B. e.	d.		•	i. s.			£.	4.	d.		£.	s.	d.		£.	8.
rom Sea to Harbour - Assistance, &c	6		6 15		15 -	8	4 19	11	2	-	9 15	:	2 -	1	1 16	-	1 -	.4	9	4	2 -	19	9	6	24 6	82 5	6 15
TOTAL	8	7	9	3	15	3	1 19	11	. 2	1	9 15	-	3	1	1 16	-	ī	4	9	4	3	19	9	6	80	88	1

From Harbour to Sea -	1	- 6 8	14	17 12 5	2	4 17 6	2	<b>6 18</b> -	1	2 4 8	1	5 14 9	21	36 14 -

#### SHOREHAM.

#### NAMES of PILOTS.

Maynard, H.	•	-	aged 59	Upperton, S.	-	-	aged 43	Laurence, J.	-	-	aged 57
				Cobby, G							
Hatcher, W.	-	-	- 49	Young, W. F.	-	•	- 42	Grant, F	-	•	. –
Maynard, T.	-	-	- 55				1				

#### RATES of PILOTAGE.

See p. 151 of Parl. Paper, No. 251 of 1891.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

					BRI	TI	8 1	E Y	V E	881	L	8.					F	OR	EI	G N	VE	SSEI	8.				
DISTANCES		C	0.	A S	TER	8.					01	7 R	RSE	A.					0 7	RI	8 B B	۸.			TO	TA	LS.
for which PILOTED.	Not	Town Steam		y	7	owed Stean			No	ot To		by	3	l'ow Ste	ed t			Tov Stea		b <b>y</b>	!	Fowed Steam					
	No.	An	nour	ıt.	No.	An	101L	nt.	No.	A	mou	nt.	No.	A	mo	unt.	No.	An	ou	nt.	No.	An	oun	t.	No.	An	ount
		£	. s.	d.		£.	8.	d.		£	. s.	d.		£		. d.		£.	8.	d.		£.	8,	d.		£.	s. ·
From Sea to Harbour -	3	2	14	4	837	438	18	4	1	1	12	8	9	11	1 16	10	2	2	5	-	88	115	8	4	435	572	15
Assistance, &c	299	340	4	6	-	٠.		-	-	-		•	-	-		-	-	•		•	-	-		-	299	340	4
TOTAL	302	342	18	10	337	438	18	4	1	1	12	8	9	11	1 16	10	2	2	5	-	83	115	8	4	734	913	-
'	1	•							•	•			'				•				•	1		•			

From Harbour to Sea -	-	 248	239 17 2	-	• •	1	1 4 9	1	- 10 G	70	57 - 7	320	298 13 -

#### SOUTHAMPTON.

#### NAMES of PILOTS.

Nicholls, W.	-	aged 65	Tubbs, W. G	aged 48	Bowyer, J	aged 37	Pearce, R. S.	-	aged 62
Nicholls, J.	•	- 64	Bowyer, H		Pearce, R. W. S.		Wild, C	-	- 64
Bowyer, J. T.	-	- 60	Dawson, G. H	- 43	Nicholls, J. H	- 36	Wild, A	•	- 34
Penney, E	-	- 50	Bowyer, G. W	- 42	Bowyer, A	- 37	Bowyer, W.	-	- 30
(fadd, W. A.	_	- 49	Nicholls, W., jun.	- 38			- '		

#### RATES of PILOTAGE.

See p. 172 of Parl. Paper, No. 290 of 1891.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

					В	R I '	r I	s I	t v	ES	8 8 1	L	3.				F	ORI	31G	N	VES	SEL	s.		ł		
DISTANCES		С	0 4	8 1	E	R S.					0	V E	RSE	A.					o <b>v</b>	e b	SE	Α.			T	TA	LS.
for which PILOTED.		Tow Stea		ьу		owed Stee			Not		wed am.	bу		owed Steam		]		Towe		<u> </u>		owed Stean		_			
	No.	Am	our	ıt.	No.	Am	our	ıt.	No.	A	mou	nt.	No.	Am	ount.	N	0.	Amo	unt.		No.	Am	oun	t.	No.	Am	ount
	1	£.	<b>.</b>	d.		£.	<b>s</b> .	d.		£		d.,		£.	#. d		Ī	£.	s	i.		£.	8.	d.		£.	8.
From Lepe to Southampton	2	2	3	6	57	56	11	3	1	2	3	9	414	1,048	6 2	1	니.	1	4	-	<b>3</b> 81	1,035	9	5	856	2,145	18
ato and out of Places within	4	2	3	-	258	288	4	3	1	2	7	3	5	7	8 10	1	L	14	1	3	37	44	5	1	316	358	8
the District.	6	4	5	6	315	344	15	5	2	4	11	-	419	1,055	15 -	1	8	15	5	3	418	1,079	14	6	1,172	2,504	6
								(2	2.)-	-O	U	Т	w .	A R	D S												
From Southampton to Sea -	-	1 -		-	76	167	11	10	-	-		-	410	2,788	5 1		в	20	4	6	886	2,665	17	7	880	5,641	19
Assistance, &c	168	184	7	-	_	•		<u>-</u>				•	-	<u>  • </u>	•	L	-	•	_ •	_ _	-	<u> </u>		•	168	184	7
TOTAL	168	124	7	-1	48	167	11	10	_	-		-	410	2,788	5 1		В	20	4	6	386	2,665	17	7	1,048	5,826	-6

#### TEIGNMOUTH.

#### NAMES of PILOTS.

Gilpin, R. K. - - aged 52 | Whiteway, J. - - aged 50 | Lockyer, J. L. , aged 26 | Matthews, F. R. J. - - 50 | Gilpin, W. H. - - - 48 |

RATES of PILOTAGE.

See p. 295 of Parl. Paper, No. 154 of 1889

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

	BR	ITISH VES	FOREIGN VESSELS.		
DISTANCES for which	COAS	TERS.	OVERSEA.	OVERSEA.	TOTALS.
PILOTED.	Not Towed by Steam.	Towed by Steam.	Towed by Steam.	Not Towed by Steam.	·
	No. Amount.	No. Amount.	No.   Amount.	No. Amount. No. Amount.	No. Amount.
From Sea to Harbour -	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	£. s. d. 354 323 5 10	£. s. d. 10 4 2	£. s. d.   £. s. d.   63   103 9 5	£. s. d.
		(2.)—O U	TWARDS	s.	
From Harbour to Sea -	-   -	351 208 9 10	16   10 10 6	1   - 11 3   58   48 17 8	426 268 9 3

#### WELLS.

#### NAMES of PILOTS.

Crawford, W. - aged 60 | Wordingham, C. - aged 41 | Smith, R. - - aged 50

#### RATES of PILOTAGE.

See p. 296 of Parl. Paper, No. 151 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

	· 	B R	ITIS	H VESSI	ELS.		_	REIGN SSELS.					
DISTANCES		COAS	TER	s.	o v	ERSEA.	οv	ERSEA.	тс	TALS.			
for which		Towed by Steam.		owed by Steam.		owed by Steam.	Т	owed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
From Sea to Harbour -	1	£. s. d 12 -	.13	£. s. d. 10 4 -	2	£. s. d.	2	£. s. d. 1 13 -	18	£. s. d.			
•	•		(2.)	_O U T W	AR	DS.							
From Harbour to Sea -	-		10	6 18 -	2	1 13 -	1	- 9 -	13	9			

#### WEYMOUTH.

Definition of Limits.—From St. Alban's Head to Lyme and vice versa, and to and from and into and out of all Ports and Places within those Limits.

#### NAMES of PILOTS.

Benfield, J. Way, J Crabb, A. J. Perry, J		aged 50 - 52 - 56 - 54	Benfield, J. W. Bennett, T. W. Male, S.	- aged 50 31 44	Bennett, J Colborne, J. S. Hodder, F. C	- aged 27 38 32
---	--	---------------------------------	---	-----------------------	---	-----------------------

#### RATES of PILOTAGE.

		Rate pe	er foot.
From	Into	10 feet and under.	Above 10 feet,
A line drawn from Lul- worth to the outer part of the Race or Shambles.	Weymouth or Portland Roads or Bay.	s. d.	s. d. 3 -
Weymouth or Portland Roads or Bay.	Weymouth Harbour -	2 6	3 -
Sea	Lyme Harbour	2 6	8 -

The same rate of pilotage to be paid Outwards.

The several pilotage rates above specified are subject The several pilotage rates above specified are subject to a reduction of one-fourth part in respect of vessels propelled by steam and vessels towed by steam vessels, provided that if any such vessel shall be propelled by steam or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

only of the said rate as shall be proportionate to the distance so propelled or towed.

Steam vessels calling at Portland for coal only and steam vessels (passengers) engaged in the coasting trade are to pay for pilotage into and out of the roads one rate, viz., 2s. per foot of the vessel's draft of water.

Vessels calling for despatches only are to pay for pilotage in and out one rate, viz., 1s. 6d. per foot.

All ships drawing less than 10 feet of water are to pay the same amount of pilotage as if they were of that draft.

The rate for lay days shall be 10s. per day, including

the day of coming in or going out.

A pilot taken on board at sea shall be entitled to the A pilot taken on board at sea snall be entitled to the following additional pay, provided a perfect understanding shall have been come to between him and the master of the vessel that his services are required, and that he is to receive such additional pay: and the same shall have been recorded in the log book of his pilot cutter, and in that of the vessel, and a certificate thereof shall have been given him by the master:—

From St. Alban's Head or Bill of	x.	8.	a.
Portland to off Bridport or Lyme	2	2	_
If 3 leagues from the limits of Wey-			
mouth, Bridport, or Lyme	3	3	_
If 6 ditto ditto -	4	4	
If 10 ditto ditto -	6	G	

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)-INWARDS.

				(1.)—	1 1		LV D D.						
		•	BR	тівн	V E	SSELS.	,	FORE	IG N	V E	SSELS.		
DISTANCES		COAS	T E	R 8.		OVE	RSEA.		O V E I	RSE	A.	то	TALB.
for which PILOTED.	No	ot Towed by Steam.	1	lowed by Steam.		Towed by Steam.	Towed by	Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No. Amount.	No. Ar	nount.	No.	Amount.	No.	Amount.
From Sea to Weymouth and Portland Roads.	: : :	£. s. d.	1	£. e. d. 6 17 10	3	£. s. d. 3 2 -	311 330 13 1	1 1	s. d. 16 9	244	£. s. d. 231 3 4	579	£. s. d.
From Weymouth and Portland Roads to Harbour. From Sea to Lyme	20	15 15 - 24 19 - 3	11	15 15 -	-		7 14 16 -	8 14	- 6 - '	22	36 3 2	59 20 1	96 9 8 24 19 3
TOTAL	32	43 14 -	20	22 12 10	3	6 8 3	318 345 9 1	20 34	17 3	266	267 6 6	659	717 1 8
			(	2.)-0	U I	ΓWΑ	RDS.						
From Weymouth and Portland Roads to Sea.	! -	-	9	5 18 9	1	8 2 -	292 296 10 11			1	228 5 7	553	<b>545</b> 19 6
From Harbour to Weymouth and Portland Royals.	20	1 17 3 23 10 -	1	1 1 10	-			2 2	4 3	2 -	2 - 9	8 21	7 4 1 23 19 -
= ' · · · · ·	32	25 7 3	12	7 9 7	3	3 2 -	292 296 10 11	12 14	6 6	241	230 6 4	582	<b>677</b> 2 7

#### WOODBRIDGE.

#### NAMES of PILOTS.

				and the second s							
Newson, G. W.	-	aged 46	ŀ					Southgate, T.		•	aged 34
Front C. E.		- 48	1	Newson, C. H	•	- 32	1	Adams, F.	4	_	÷ 26

#### RATES of PILOTAGE.

See p. 299 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

				ВВ	I	T I	S B	1	V E	881	LS	3.			F	o r	EIG	N	V E	SSE	LS.	1			
DISTANCES for which			C O A	ST	E I	R.S.				0	VΕ	RSI	E A.				0 V	B R	8 E	A.		Т	οт.	A L	s.
PILOTED.	No	t To Ste	wed b	y		owe				Towo Stean			Towed by Steam.		Not Towed by Steam.		y	Towed by Steam.							
•	No.	A	mount	. N	To.	An	oun	t.	No.	Am	ount.	No.	A	mount	No.	A	moun	t.	No.	Am	ount.	No.	A	mot	ınt.
From Sea to Woodbridge - From Bowships to Woodbridge	419 148	94	. s. 18 8	١ [	3 2	-	s. 6 14 15		1 -	£. - 1	s. d. 2 10	-	£	. s. d.	3 2	1	11 1 18 1	9	1 _	£.	s. d. 0 6	427 182	98 48		d. 2 5
TOTAL	567	141	13 2		5	1	9	•	1	- 1	2 10	-	-	-	5	2	10 8	3	1	- 1	0 6	579	146	16	7
						(:	2.)-	(	U C	T	w A	A R	D	s.											
From Woodbridge to Sea From Woodbridge to Bowahips Assistance, &c.	494 137 1	90 35 -	3 11 15 11 5 -			- :	19 I 15 (	5 6	-	:	:	1 - -	-	6 8	3 2	-	16 8 16 4		=	:	:	432 141 1	92 37	6 7 5	8 9
TOTAL	562	126	4 10	1	8	1	14 11	-	-	•	-	1	-	6 8	5	1	13 -	- -	-	•	•	574	129	19	5

#### YARMOUTH.

#### NAMES of PILOTS.

Adams, A.	•	-	aged 62	ı	Austin, W. Howard, H.	•	-	aged 57	I	King, A.	-	•	aged 42
Austin, C.	•	•	- 51		Howard, H.	-	-	- 59	1	σ.			•

## RATES of PILOTAGE. See p. 300 of Parl. Paper, No. 154 of 1889.

#### AMOUNT received for PILOTAGE of VESSELS in 1901.

#### (1.)—I N W A R D S.

	-,				(1.)					. —					
			В	RI	TISH	7 E	BSELS			F	OREIGN	V B	SSELS.		
DISTANCES		COA	8	T E	R S.		OVE	RSI	3 A.		OVE	RSE	A.	то	TALS.
for which PILOTED.	No	ot Towed b	,	3	Towed by Steam.		Not Towed by Steam.		Towed by Steam		t Towed by Steam.	7	Towed by Steam.		
	No.	Amount		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount
From Sea to Roads From Roads to Harbour	=	£. s. o	:	1 52	£. s. d. 2 19 - 70 12 11	=	£. s. d.	13	£. s. d. 30 4 10	- 1	£. s. d.	8 222	£. s. d. 26 1 7 375 18 6	9 288	£. s. d 29 - 7 478 5 9
TOTAL	-	-	-	53	78 11 11	-		13	80 4 10	1	1 9 6	230		297	507 6 4
					(2.)—	<b>·O</b> 1	u <b>T W</b>	A I	RDS.						
From Roads to Sea From Harbour to Roads	=	<b> :</b>	.	41	42 2 -	=	: :	- 8	12 8 3	1	1 13 -	118	146 10 8	167	1 13 - 201 - 10
TOTAL	-	•	-	41	42 2 -	-			12 8 2	<u> </u>	1 13 -	118		168	202 18 10

#### SUMMARY OF THE OUTPORT PILOTS.

		O R	т.				Number of Pilots.	PORT.	Number of Pilots
ABERDOVEY	-	-	-	-	-	-	4	Newhaven	7
BARROW	•	-	-	•	-	-	10	ORFORD HAVEN	4
BEAUMARIS .		-	-	•	-	-	10	Padstow	5
BRIDGWATER		-	•	-	•	-	10	Penzance	8
BRIDPORT	•			-	-	-	2	Рьумоитн	25
CARLISLE			-		•	-	3	POOLE	9
CARNARVON		-	•	•	-	-	6 .	PORTMADOC	5
DARTMOUTH -		-	-	-	-	-	12	Preston	8
Exeter -	•	-	-		-	-	8	Rye	2
<b>Г</b> агмостн -	•	-	•	•	-	-	45	St. Ives	9
FLEETWOOD -		-	•	-	-	-	9	Scilly	7
Fowey -	•	-		-		-	. 9	Shoreham	10
HARWICH -	•	-	-	-	•	-	3	SOUTHAMPTON	18
Holyhead .	•	-	· -	-	-	-	4	Teignmouth	5
IPSWICH -	,		•	•	-	-	4	Wells '.	3
ISLE OF WIGH	T	-		-	•	-	41	Weymouth	10
Lowestorr .	•	•	-		•	-	4	Woodbridge	6
Milford .		-	-		•	-	6	Yarmouth	5
NEATH .						-	14	Total	350

#### SUMMARY, 1901.

	P	OR	т.				Number of Vessels.	Inward 1	Pilotage.	Number of Vessels.	Outward	Pile	otage
								£.	s. d.		£.	<b>s</b> .	d.
ABERDOVEY	•	-	-	-	•	•	57	110	8 6	54	50	19	-
Barrow -	-	-	-	-	-	•	319	1,324	8 8	315	947	14	3
BEAUMARIS	•	•	-	-	-	-	450	168	6 6	425	163	3	-
BRIDGWATER	•	-	-	•	•	-	940	395	18 10	473	231	10	8.
BRIDPORT -	-	-	•	<b>-</b>	-	-	58	48	8 6	62	45	16	_
CARLISLE -	-	•	-	-	-	•	33	54	1 4	16	25	7	6
CARNARVON	-	•	-	•	-	-	58	44	4 7	87	60	13	1
Colchester	•	-	-	-	•	-	39	40	17 -	25	17	6	1
DARTMOUTH	-	-	-	-	-	- 1	576	1,552	10 1	120	190	7	5
EXETER -	-	-	-	-	-	- j	366	411	18 4	37	31	18	6
FALMOUTH -	-	-	-	-	-	-	1,078	3,691	15 3	821	1,201	4	11
FLEETWOOD	-	-	-	- •	-	-	482	1,070	1 8	472	693	8	-
FOWEY -	-	•	•	•	-	-	238	260	17 10	1,154	983	19	11
HARWICH -	-	-	-	-	-		93	126	17 6	73	105	5	1
Ногунеар	-	•	-	•	-	•	68	163	5 3	58	147	3	6
IPSWICH -	-	-	-	-	-	-	215	225	7 7	178	149	-	2
ISLE OF WIGHT	-	-	-	-	-	-	2,057	6,592	10 10	180	231	9	1
Lowestoft	-	-	-	•	-	-	295	461	19 1	194	331	4	2
MALDON -	-	-	-	-	-	-	59	37	3 6	61	33	10	-
MILFORD -	-	-	-	-	-	-	54	144	14 5	71	150	10	5
NEATH -	-	-	-	-	-	- }	762	513	14 1	750	568	1	4
Newhaven	•	-	-	-	-	- !	319	670	1 3	221	122	5	_
ORPORD HAVEN	-	-	-		-		<b>2</b> 56	68	11 1	313	90	13	2
Padstow -	•	-	•	-	•	-	<b>2</b> 70	186	11 9	25	23	14	6
Penzance -	-	-	-	-	-	-	515	280	8 7	679	307	4	<b>5</b>
PLYMOUTH -	•	-	-	-	-	-	1,029	3,809	8 11	824	1,924	_	1
Poole -	-	•	-	-	-	-	410	554	6 7	383	348	_	5
PORTMADOC	-	-	-	-	-	-	267	104	16 5	269	136	17	6
Preston -	-	-	-	-	-	-	657	1,228	18 5	640	939	13	9
ROCHESTER	-	-	-	•	-	-	635	904	18 9	530	668	18	5
Rye	-	•	-	•	-	- !	102	76	11 -	88	48	10	_
St. Ives -	-	•	•	-	•	-	385	202	13 8	274	115	13	4
SCILLY -	-	•	-	-	-	- ',	30	88	1 11	21	36	14	_
SHOREHAM -	•	•	-	-	-	-	734	913		320	298	13	_
Southampton	•	-	-	-	-	- 1	1,172	2,504	6 8	1,048	5,826		_
Teignmouth	•	-	-	-	-	-	427	437	7 -	426	268	9	3
Wells -	-	-	-	-	-	-	18		16 -	13	9	_	_
Weymouth	-	-	-	-	•	-	659	717	1 8	582	577	2	7
WOODBRIDGE	-	-	-		•	-	579	146	1	574	129		
YARMOUTH -	-	-	-	•	-	-	297		6 4	168	202		
								30,854	1		18,434		9
London Distric	T	•	•	•	•	-	• •	78,844	18 1	• •	ō5,615	11	8
					Tor	AT.	£.	109,699	10 -		74,049	12	Б

#### SUMMARY OF THE TRINITY HOUSE RETURNS.

#### As TO PILOTS.

						-	_	
		AGGREGATE	Nu	MBER	-	•	-	709
Number of Pilots in the Outport Districts	-		-	-	-			350
Number of Pilots in the London District	-	• •	-	-	•		-	359

#### As to PILOTAGE.

		_				Inwards.	Outwards.		
Amount received for Pilotage:						£. s. d.	£. s. d.		
In the London District	-	-	•	-	-	78,844 18 1	<b>55,615</b> 11 8		
In the Outport Districts	-	-	-	-	-	30,854 11 11	18,434 - 9		
					-	109,699 10 -	74,049 12 5		

AGGREGATE RECEIPTS - - - £. 183,749. 2. 5.

Trinity House, London, July 1902.

Chas. A. Kent, Secretary.

• ••
••
•• 

• · , ·

• • . i •



## RETURN.

# PILOTA GE.

Ordered, by The House of Commons, to be Princed. 31 July 1902.

# I. O N D O N: PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE, BY EXRE AND STOTILSWOODE, THE THE THE SIGN WAST EXCELLENT MAJESTY.

And to be purchased, other directly or through any Booksottler, from ETBE 43D SPOTTISWOODE, East Hannes Street, Figure Street, France, Street, E.C., and (LIVER 43D BOYD, EDINBURGH; Or E PONSONDY, 116, GREETE STREET, During,

1902.

#### PILOTAGE ORDER CONFIRMATION BILL.

RETURN to an Order of the Honourable The House of Commons, dated 29 May 1902;—for,

COPY "of Memorandum stating the Nature of the Proposals contained in the Provisional Order included in the Pilotage Provisional Order Bill."

Board of Trade, .1 28 May 1902.

FRANCIS J. S. HOPWOOD.

MEMORANDUM stating the Nature of the Proposals contained in the Provisional Order included in the Pilotage Provisional Order Bill.

Pilotage District of the Corporation of the Trinity House of Newcastle-upon-Tyne.

The Order proposes to exempt from compulsory pilotage foreign ships resorting to ports within the jurisdiction of the Newcastle Trinity House.

Board of Trade, 28 May 1902.

T. H. W. Pelham.

# PILOTAGE ORDER CONFIRMATION BILL.

MEMORANDUM stating the Nature of the Proposals contained in the Provisional Order included in the Pilotage Provisional Order Bill.

(Mr. Gerald Balfour.)

Ordered, by The House of Commons, to be Printed, 30 May 1902.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY EYEE AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from EYRB and Sporrigwoods, East Harding Street, Fleet Street, E.O., and 32, Abingdon Street, Westminster, S. W.; or Oliver and Boyd, Edinburgh; or E. Ponsonby, 116, Grafton Street, Indiin.

 $[Price \ rac{1}{2}d.]$ 

#### MERCHANT SHIPPING (LOSS OF LIFE AT SEA).

#### RETURN

#### SHOWING THE LIVES LOST

BY

## WRECK, DROWNING, OR OTHER ACCIDENT,

IN

BRITISH MERCHANT SHIPS REGISTERED IN THE UNITED KINGDOM DURING THE YEARS 1881 AND 1891 TO 1901 INCLUSIVE.

(In continuation of Parliamentary Paper C. 8537.)

Presented to both Houses of Parliament by Command of His Majesty.



LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
By DARLING & SON, Ltd., 34-40, Bacon Street, E.

And to be purchased, either directly or through any Bookseller, from EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and 32, ABINGDON STREET, WESTMINSTER, S.W.; or OLIVER & BOYD, EDINBURGH; or E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

1902.

[Cd. 1253.] Price  $\frac{1}{2}d$ .

# Return showing the Lives Lost by Wreck, Drowning, registered in the

#### CALENDAR YEARS 1881

				Lives Lost.		
Years.	Masters and	Ву	Drowning or Wreck	·	Masters and Seamen	Total Number
2 0015.	Seamen Employed.	Masters and Seamen Lost by Wrecks and Casualties.	Masters and Seamen Lost when Vessel was not Damaged.	Total.	Lost by Accident other than Drowning or Wreck,	Lost by Drowning and other Accident.
			SAILING.		<del></del>	
1881	93,246	1,666	489	2,155	107	2,262
1891	63,357	739	244	983	83	1,066
1892	63,618	676	261	937	90	1,027
1893	61,327	534	227	761	92	853
1894	58,537	618	261	879	91	970
1895	56,095	691	243	934	101	1,035
1896	53,267	394	195	589	102	691
1897	49,858	301 .	166	467	65	532
1898	46,553	317	148	<b>465</b> .	71	536
1899	<b>43,3</b> 56	350	131	481	57	538
1900	41,151	<del>1</del> 68	137	605	64	669
1901	38,400	358	140	498	68	566
			STEAM.			
1881	93,473	686	243	929	87	1,016
1001	171 000	405				
1891	154,890	395	281	676	150	826
1892	155,942	389	280	669	138	807
1893	156,990	578	262	840	98	. 938
1894	159,257	445 357	300	745 661	141	886 800
189 <b>5</b> 1896	162,129	368	304 320	688	125	813
L897	165,966 168,158	391	323	71 <b>4</b>	150	86 <b>4</b>
1898	172,830	386	290	676	160	836
1899	177,751	687	332	1,019	148	1,167
1900	183,394	369	313	682	167	849
1901	187,043	260	267	527	159	686
	<u>I</u>		TOTAL.		.1	
1881	186,719	2,352	732	3,084	194	3,278
1891	218,247	1,134	525	1,659	233	1,892
1892	219,560	1,065	541	1,606	228	1,8 <b>34</b>
1893	218,317	1,112	489	1,601	190	1,791
L894	217,794	1,063	561	1,624	232	1,856
1895	218,224	1,048	547	1,595	240	1,835
1896	219,233	762	515	1,277	227	1,504
1897	218,016	692	489	1,181	215	1,396
1898	219,383	703	438	1,141	231	1,372
1899	221,107	1,037	463	1,500	205	1,705
1900	224,545	837	450	1,287	231	1,518
1901	225,443	618	407	1,025	227	1,252

NOTE.—Lives lost in fishing vessels

BOARD OF TRADE,

August 1902.

12334-750-7/1902 Wt 8635 D & S 1

#### LIFE AT SEA.

# or other Accident in British Merchant Ships United Kingdom.

#### AND 1891 TO 1901 INCLUSIVE.

		Percentages an	d Proportions.		Total Number registered			
Drow	ning (	Lost by or Wreck of Employed.				. Crew.	Passengers (Lost by Wreck only).	Totals.
				SAI	LING.			
2.31	or	1 in 43	2·43 or	1 in	41	2,262	17	2,279
1.55	or	1 in 64	1.68 or	1 in	59	1,066	12	1,078
1.47	or	1 in 68	1.61 or	1 in		1,027	31	1,058
1.24	or	1 in 81	1:39 or	1 in		853	9	862
1.50	or	1 in 67	1.66 or	1 in		970	8	978
1.67	or	1 in 60	1.85 or	1 in		1,035	23	1,058
1.11	or	1 in 90	1.30 or	1 in	<b>77</b>	691	11	702
•94	or	1 in 107	1.07 or	1 in	9 <b>4</b>	532	5	<b>537</b>
1.0	or	1 in 100	1·15 or	1 in		536	7	543
1.11	or	1 in 90	1.24 or	1 in		538	14	552
1.47	or	1 in 68	1.63 or	1 in		669	3	672
1.30	or	1 in 77	1.47 or	1 in	68	566	4	570
				ST	EAM.	<u> </u>		
.99	or	1 in 101	1.09 or	1 in	92	1,016	214	1,230
·44	or	1 in 229	·53 or	1 in	188	826	566	1,392
•43	or	1 in 233	·52 or		193	807	67	874
.54	or	1 in 187	·60 or	1 in		938 .	32	970
·47	or	1 in 214	•56 or		180	886	1,183	2,069
•41	or	1 in 245	·49 or	1 in	203	800	33	833
•41	or	1 in 241	·49 or		204	813	398	1,211
· <b>4</b> 2	or	1 in 236	·51 or	1 in	195	864	39	903
•39	or	1 in 256	·48 or	1 in	207	836	80	916
•57	or	1 in 174	·66 or		152	1,167	102	1,269
•37	or	1 in 269	·46 or		216	849	37	886
•28	or	1 in 355	·37 or	1 in	273	686	8	694
				то	TAL.			
1.65	or	1 in 61	1.76 or	1 in	57	3,278	231	3,509
•76		1 in 132	·87 or		115	1,892	578	2,470
.73		1 in 137	·84 or		120	1,834	98	1,932
•73		1 in 136	·82 or		122	1,791 1,856	41	1,832
.75	or	1 in 134	'85 or		117	1,856	1,191	3,047
.73		1 in 137	·84 or		119	1,835	56	1,891
.58		1 in 172	:69 or		146	1,504	409	1,913
·54 ·52		1 in 185	·64 or ·63 or		156	1,396	44 87	1,440
-68		1 in 192 1 in 147			160 130	1,372 1,705	116	1,459 1,821
•57		1 in 147 1 in 174	·77 or		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1,705	40	1,558
.45		1 in 220	•56 or		180	1,252	12	1,264
				. , , , , ,	יייטנו	J.Z.12	1 12	1.2n4

are not included in the Return.

FRANCIS J. S. HOPWOOD,

Secretary.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY DARLING & SON, LTD., 2: 40, BACON STREET, E.

#### ABSTRACTS

OF THE RETURNS MADE TO THE BOARD OF TRADE

OF

## SHIPPING CASUALTIES

WHICH OCCURRED

# ON OR NEAR THE COASTS OR IN RIVERS AND HARBOURS OF THE UNITED KINGDOM

From the 1st July 1900 to the 30th June 1901.

ALSO OF THE RETURNS MADE TO THE BOARD OF TRADE DURING THE

YEAR 1900-190

000

#### SHIPPING CASUALTIES

WILLIAM OCCURRED TO

OR NEAR THE COASTS OR IN RIVERS AND HARBOURS
OF THE UNITED KINGDOM:

AND TO

## FOREIGN VESSELS ON OR NEAR THE COASTS OR IN RIVERS AND HARBOURS OF BRITISH POSSESSIONS ABROAD:

With Particulars of Lives Lost by such Casualties; and of Lives Saved at Sea; also of the Returns made during the Year 1900-1901 of the Lives Lost from British Vessels by Accidents other than Casualties to the Vessels, and by Disease, &c.; together with Abstracts of the Official Inquiries in the United Kingdom into the Causes of Shipping Casualties, held by order of the Board of Trade, during the Year 1900-1901; and of the Official Inquiries Abroad, fustituted by Consular and Colonial Officers and others, into the Causes of Shipping Casualties, of which the Reports were received at the Board of Trade during the Year 1900-1901:

And of other Investigations at Home and Abroad which affected the Certificates of Masters and Officers in the Mercantile Marine.

WITH CHARTS AND APPENDICES.

Bresented to both Bouses of Barliament by Commund of Mis Majesty.



LONDON:
UNINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
By DARLING & SON, Ltd., 34-40, Bacon Street, E.

And to be purchased, either directly or through any Bookseller, from EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C., and 32, Abingdon Street, Westminster, S.W.; or OLIVER & BOYD, Emissurgh; of E. PONSONBY, 116, Gratios Street, Dublis.

1909

# SALE OF GOVERNMENT PUBLICATIONS

The under-mensioned Firms have been appointed sole Agents for the sale of Government Publishers including Parliamentary Reports and Papers Acts of Parliament, Record Office Publications, &c., d., and all such works can be purchased from them either directly or through retail book-ellers, who are omittled in a discount of 25 per sent, from the selling prime:—

Por all publications exception Orders and Geological Maps, the Hydrographical Warks of the Admirally, and Patent Office Publications .—Messas, Evan and Scottingwoods, East Harding Street, E.C.

For Hydrographical Works of the Admiralty :—Mr. J. D. Potten, 145, Minorios, E.C.

For all publications are pring the Hydrographical Works of the Admiralty, Patent Office Publications, and Ordinance and Geological Maps.

IN SCOTLAND:-Messes Ottyre and Boyre Edinburgh.
IN IRELAND:-Mr. E. PONSONRY, 116, Grafton Street, Dublin.

The Publications of the Osperance Spring and of the Gronogram Springs can be purchased from Agents in most of the chief towns in the United Kingdom, through any Bookseller, or from the Director General of the Ordinance Survey, Southampton, or in the case of Iroland from the Officer in Charge, Ordinance Survey, Dublin. In addition, Ordinance Survey Publications can be obtained through Head Post Officers in towns whose there are no perfectled Agents.

The following is a list of some of the more important Parliamentary and Official Publications recently issued :-Parliamentary)

Roy. Svo. Clark, Printe

Priou 7s, 6d, each

Public General, Session 1900; See. 2, and 1901. With Index, Tables, &c. Hoy. Svo. General Revised Edition. A.D. 1235-1715 to A.D. 1572-1683. XVI. Vols. P. Revised Editions. Tables snowing subsequent Repeals, effected by Acts of GS & 64 Vict. 1900.

Standard Editions. Tables among subsequent Repeals, effected by Acts of 68 & 64 Vict. 1900

Standard in Force, Ultramological Table of and Index to., 18th Edition, To Aug. 8, 1902, being the period of the Session 2 Edward VII. (1992), when Parliament adjourned. 2 tols.

The Standard Haler and Orders revised. Standard Rules and Orders, other than those of a local, pursoonly of temperary character, issued prior to 1890, and now in force. Vols. 1, to VIII.

Standard Rules and Orders ather than those of a Local, Personal, or Temperary Character. With a List of the more important Statutory Orders of a Local Character arranged in character; and an Index. Roy, are Reards. Issued in the years 1890, 1891, 1892, 1893, 1894, 1896, 1897, 1898, 1899, 1900, and 1901.

Price 10x social

Statutory Rules and Orders in torce on 31st December 1899. Index to.

Prior 10r.

Statutory Rules and Orders, 1902. Registered under the Rules Publication Act, 1898. In course of issue. Prim 10a

Acts of Parliament, Session 1902. In course of hour.

EURCATIONAL SUBJECTS. Special Reports. Vols II. in XI. United Kingdom and Colonial and other Possional and the Principal Countries of the World Price (complete) £1 12. 7pd. (Vol. I. is out of print.)

[Cd. 1151, Cd. 1152, Cd. 1153.] Post of Lordon. Royal Commission. Report, with Evidence and Appendices (complete).

[Cd. 1160.] EDUCATION. Supplementary Regulations for Secondary Day Schools and Evening Schools.

Prior id. [Cd. 1258.] RAILWAYE. General Report on Share and Lorn Capital, Tendic, &c. 1901.
[Cd. 1259.] Spatistical Abstract of the Thitten Ringman. 1887 to 1001.
[Cd. 1299.] Colonial Conference, 1902. Papers relating to.

[Cd. 1502.] Vestication of Factories and Womenors. Plust Report of Departmental Commitment, with Approximen. Col. 1307. Mixes and Quantum Gameral Report and Statistics, 1901. Part III. Output. Priva In 64.

[Cd. 1824.] Statistical Tables Relating to Colorida and while Possessions. Part XXV

[Cd. 1885, Gd. 1835.] Local Recomb Committee Report as to the existing acrangements for the college and enstody; with Appendices.

Cassue, England and Wales, Scotland and Ireland. (901. Reports and Population Tables, In course of issue-1816. Reports of H.M. Inspectors for 1901, with Sammories of the Statistical parties under the provision of the Coal Mines Regulation Acts, 1887; Mataliferous Mines Regulation Acts, 1872-1875; Slate Mines (Gaspowder) Act, 1882, Districts Nov. 1 to 12 Complete.

Mana in the United Kingdom and the Isle of Man. List of, for 190 L.

Pros 4s, 5d

QUARMES Do. do. in 1901.
MINES ANADORED. List of the Plans of. Corrected to Slai December 1901.
The following appear periodically, and can be subscribed for:—

Thank or the Universe Kingdom with Burries Possession and Foreign Countries, showing the Quantum and the Declared Value of the Articles.

Thank Reports of the British Colonias, with information relative to population and general conditions.

Than Reports by His Majesty's Representatives in Foreign Countries, and Reports on Communical and

the Proceedings of Parliament in public and private business, published daily per 4 pp. : House of Commons, 1d. per 8 pp. House of Lords Print la

#### ABSTRACTS

OF THE RETURNS MADE TO THE BOARD OF TRADE

OF

### SHIPPING CASUALTIES

WHICH OCCURRED

# ON OR NEAR THE COASTS OR IN RIVERS AND HARBOURS OF THE UNITED KINGDOM

From the 1st July 1900 to the 30th June 1901.

ALSO OF THE RETURNS MADE TO THE BOARD OF TRADE DURING THE YEAR 1900-1901

OF

#### SHIPPING CASUALTIES

WHICH OCCURRED TO

BRITISH VESSELS ELSEWHERE THAN ON OR NEAR THE COASTS OR IN RIVERS AND HARBOURS OF THE UNITED KINGDOM;

AND TO

## FOREIGN VESSELS ON OR NEAR THE COASTS OR IN RIVERS AND HARBOURS OF BRITISH POSSESSIONS ABROAD;

With Particulars of Lives Lost by such Casualties; and of Lives Saved at Sea; also of the Returns made during the Year 1900-1901 of the Lives Lost from British Vessels by Accidents other than Casualties to the Vessels, and by Disease, &c.; together with Abstracts of the Official Inquiries in the United Kingdom into the Causes of Shipping Casualties, held by order of the Board of Trade, during the Year 1900-1901; and of the Official Inquiries Abroad, instituted by Consular and Colonial Officers and others, into the Causes of Shipping Casualties, of which the Reports were received at the Board of Trade during the Year 1900-1901;

And of other Investigations at Home and Abroad which affected the Certificates of Masters and Officers in the Mercantile Marine.

WITH CHARTS AND APPENDICES.

Presented to both Bouses of Parliament by Command of Mis Majesty.



LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
By DARLING & SON, Ltd., 34-40, Bacon Street, E.

And to be purchased, either directly or through any Bookseller, from EYRE & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and 32, ABINGDON STREET, WESTMINSTER, S.W.;

or OLIVER & BOYD, EDINBURGH;
or E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

1902.

. . : 

#### INTRODUCTION.

Sea Casualties to Vessels belonging to the United Kingdom.

The total number of sea casualties recorded in 1900-01 (total losses and serious and minor casualties) was 5,421, or 42 less than in 1899-1900, 1,546 less than in 1898-99, and 1,609 less than in 1897-98.

The total number of losses and serious casualties together was 1,693, which was 92 more than in 1899–1900, 165 less than in 1898–99, and 266 less than in 1897–98.

The number of total losses was 341 (tonnage 152,996), the figures being lower by 79 as regards number, and by 26,680 as regards tonnage, than for 1899–1900; lower by 59 as regards number, and by 22,685 as regards tonnage, than for 1898–99; and lower by 234 in number, and by 51,757 in tons, than the average for the last 25 years. The number of vessels lost was lower than in any of the previous 24 years, while the tonnage lost was lower than in any of those years except 1897–98.

Total Losses at Sea of Vessels of all Kinds belonging to the United Kingdom.

The description of the vessels (i.e., sailing or steam) and the nature of the casualties (i.e., founderings, strandings, collisions, other causes, missing vessels) which contributed to the total losses during the last 25 years are shown in the following Tables. Casualties to His Majesty's ships are not included in any of the tables in the preface, nor in any of the tables in the body of the return except tables 53, 54, and 57 to 61:—

I.—Statement showing the Number and Tonnage of Vessels belonging to the United Kingdom Totally Lost at Sea during each of the 25 years ended on the 30th June 1901, and the Nature of the Casualties by which they were lost:—

			Found	erings.	Stran	dings.	Collin	dons.	Other	Causes.	Missing	Vessels.	Tot	als.
Ye	8.T8.		Vessels,	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1876-77		••	110	29,751	340	82,463	54	7,907	35	16,343	106	27,610	645	164,074
1877-78	••	••	104	29,822	296	80,210	55	9,073	26	15,442	50	13,214	531	147,761
1878-79	••	••	107	26,340	302	73,944	65	9,310	26	16,057	50	20,844	550	146,495
1879-80	••	••	109	36,610	285	71,280	61	8,008	24	10,477	47	24,053	506	150,428
1880-81	••	••	138	40,426	486	99,212	63	11,927	53	27,389	118	25,282	838	204,236
1881-82	••		160	33,479	340	83,173	<b>7</b> 1	12,699	37	20,468	147	41,977	755	191,796
1882-83	••	••	112	25,550	331	85,252	51	6,965	26	13,671	133	32,995	653	164,483
1883-84	••	••	103	23,913	272	69,496	61	10,945	36	16,182	109	34,656	581	155,191
1884-85	••		73	15,438	202	47,040	63	7,596	17	8,981	43	11,798	398	90,853
1886-86			63	11,975	220	57,593	70	6,626	<b>34</b>	18,274	40	20,693	427	115,161
1886-87	••	••	73	17,832	225	52,381	75	10,655	42	19,833	48	17,862	463	118,563
1887-88	••		79	15,724	203	53,403	73	7,234	53	21,646	35	15,528	443	113,535
1888-89	••		64	10,031	188	50,551	80	15,296	28	11,986	46	15,350	386	103,219
1889-90			80	10,033	191	54,758	63	6,295	27	10,233	26	11,746	367	93,065
1890-91		••	$\eta$	14,008	190	43,659	69	9,769	16	4,814	64	23,027	410	95,277
1891-93	••		95	23,968	192	47,809	70	8,070	23	6,487	49	16,126	427	102,460
1892-93	••	••	58	13,076	106	30,861	45	4,882	18	12,805	28	19,820	255	81,444
1 <del>893-94</del>			69	9,303	223	41,076	58	4,505	23	11,593	57	16,594	430	83,071
1894-95	••	••	73	11,664	177	37,491	63	4,555	22	4,339	64	13,634	399	71,683
1896-96	••		76	11,580	127	38,490	56	7,045	23	14,009	38	27,213	\$20	98,337
1896-97			71	8,949	219	44,502	57	5,032	21	10,313	23	13,767	391	82,568
1897-98	••	••	45	5,477	171	30,209	51	2,989	15	600	16	6,905	298	48,230
1898-99	••	••	54	7,222	144	24,442	40	2,544	16	4,341	22	14,930	276	53,479
1899-1900	••		46	7,922	135	28,544	47	4,070	u	1,717	24	6,555	263	46,808
1900-1901	••		46	8,405	125	24,538	32	3,28ŏ	15	11,717	20	19,228	238	67,171
Тот.	AT.	••	2,067	448,518	5,650	1,350,437	1,473	187,261	687	309,697	1,403	491,410	11,250	2,787,325

(a.) Sailing Vessels.

(b.) Steam Vessels.

			Found	erings.	Stran	dings.	Steam		i	Causes.	Missing	Vessels.	Tot	als.
Tes	LPS.		Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels,	Tons.	Vessels.	Tons.	Vessels.	Ton
570-77					47	26,363	13	8,289	5	2,890	12	10,890	86	54,
977-78	••	••	8	5,955 5,300	58	36,126	9	5,904	_	2,000	10	5,815	89	58,
571-10 578-79	••	••	14			39,667	10	7,948	4	1,885		8,365	95	
579-80	••	••	11	5,801	61			9,299	5	1,091	12	10,890	102	63,
	••	••	18	16,328	58	40,054	14 m	1				1	•	77,
990-81	••	••	19	6,052	68	50,121	21	14,182	1	588	8	6,363	117	77,
161-62	••	••	22	11,665	79	48,814	19	12,234	6	4,858	25	20,920	151	98,
162-83	••	••	19	13,407	101	72,837	14	9,578	2	1,449	19	14,626	155	111,
88-84	••	••	10	3,777	79	56,120	28	18,428	7	5,117	12	6,868	136	90
84-85	••	••	16	8,300	97	76,752	27	18,967	6	2,707	16	14,105	162	120
<b>65</b> -86	••	••	n	4,214	87	74,761	18	14,840	•	1,539	4	2,000	126	97
86 -87	••	••	19	8,114	77	58,180	21	10,567	4	1,624	18	16,729	139	96
87-88	••	••	23	9,049	66	48,189	20	11,021	6	4,423	14	14,632	129	87
88-89	••	••	17	10,963	61	40,945	29	22,519	7	2,334	7	3,994	121	80
189-90	••	••	17	9,700	67	55,432	25	18,583	7	4,957	11	10,149	127	98
90-91	•.•		17	6,486	74	71,330	28	18,786	9	7,870	- 5	7,061	133	uı
91-92	••		14	8,042	71	<b>6</b> 2,112	14	9,950	11	7,066	10	7,373	120	94
92-93	••		6	8,402	57	46,979	20	12,597	11	4,650	• 4	5,708	98	· 73
<b>93-94</b>			17	14,585	81	62,610	30	18,860	7	2,957	19	18,539	154	117
94-95	••		10	3,862	68	51,993	25	14,635	8	4,457	19	7,010	130	81
95-96	••		10	5,346	70	72,808	33	21,403	6	5,181	8	9,153	127	113
96-97	••		13	2,466	74	65,213	15	10,723	5	5,419	10	11,185	117	96
77- <b>9</b> 8	••		22	13,338	59	58,452	25	13,608	8	5,304	7	5,177	121	90
16 <del>-00</del>	••	·	26	19,321	<i>5</i> 7	58,448	21	16,841	7	8,509	13	19,088	124	12:
9-1900			15	8,322	80	82,477	28	19,877	8	8,892	26	13,300	157	131
90-1901	••		13	5,683	55	58,149	26	14,379	4	1,830	5	5,634	103	88
Total			387	209,628	1,745	1,414,932	533	354,013	150	97,367	303	255,569	3,118	2,33
					(c.)	L			Steam	m.		·		
76-77	••		118	35,706	387	108,826	67	16,196	40	19,233	118	38,500	730	218
77-78	••		118	35,122	352	116,336	64	14,977	26	15,443	60	19,029	620	200
78-79	••		118	32,141	363	113,611	75	17,258	80	17,922	59	29,209	645	210
79-80	••		127	52,938	318	111,334	75	17,307	29	11,568	59	34,943	608	22
80-81	••		157	46,478	534	149,333	84	26,109	5 <del>4</del>	27,977	126	31,645	955	283
81-82			182	45.144	419	131.987	90	24,933	43	25,326	172	62,897	906	29
82-83	••	••	131	38,957	432	158,089	65	16,538	28	15,120	152	47,621		
33-84	••	••	113	27,690	351	·		29,373	43	21,299	121	41,523	808	270
84-85	••	••	89		299	125,616	89		23	11,688			717	24
	••	••		23,738		123,792	90	26,563		l :	59	25,903	560	21:
85-86	••	••	74	16,189	307	132,354	88	21,466	40	19,613	44	22,695	553	212
86-87	••	••	92	25,946	302	110,561	96	21,222	46	21,457	66	34,591	603	213
87-88	••	••	103	24,773	269	101,593	93	18,255	50	26,069	49	30,160	572	200
88-89	••	••	81	20,994	249	91,496	89	37,814	35	14,310	53	19,350	507	183
89-90	••	••	77	19,733	258	110,190	88	24,878	34	15,190	87	21,895	494	191
90-91	••	••	88	20,494	264	114,989	97	28,5 <b>55</b>	25	12,684	69	30,088	543	206
91- <b>92</b>	••	••	107	32,030	263	109,921	84	18,020	34	13,533	59	23,499	547	197
92 <del>-9</del> 3	••	••	64	16,478	163	77,840	65	17,479	29	17,456	32	<b>2</b> 5,528	353	154
93- <del>94</del>	••	••	86	23,888	304	103,686	88	23,365	30	14,550	76	35,133	584	200
H-95	••	••	83	15,526	245	89,484	88	19,190	30	8,796	83	20,644	529	153
96	••	••	86	16,926	197	111,298	89	28, <del>11</del> 8	29	19,190	46	36,366	447	212
	••	••	84	11,415	293	109,715	72	15.755	26	15,732	83	24,952	508	177
	••	••	67	18,815	230	88,721	76	16,577	23	5,904	23	12,083	419	142
98-97			l	00 549	901	00.000	ا رما	19,386	28	12,850	35	34,013	400	175
96-97 97-98	••	••	80	26,543	201	82,890	61	10,000	20	,000		,	100	
98-97 97-98 98-99 99-1900		••	80 61	16,244	215	109,021	75	23,947	19	10,609	50	19,855	420	
98-97 97-98 98-99			1											179

The foregoing Table shows that excluding His Majesty's ships, 14,368 vessels of all descriptions (tonnage 5,118,832) belonging to the United Kingdom were totally lost in the 25 years ended June 1901. The average annual loss was 575 vessels (tonnage 204,753) as compared with a loss of 341 vessels (tonnage 152,996) in 1900–1901. The losses of sailing vessels fell from an average of 459 vessels (tonnage 113,340) for the previous 24 years to an actual loss of 238 vessels (tonnage 67,171) in 1900–1901. The losses of steam vessels were 103 (tonnage 85,825), while the average of losses in the previous 24 years was 126 vessels (tonnage 93,570).

Lives Lost by Sea Casualties to Vessels of all Kinds belonging to the United Kingdom.

The following Tables include not only the lives lost by the wrecks described in the foregoing

Tables, but also the lives lost by casualties not resulting in the total loss of the vessels.

II.—Statement showing the Number of Lives Lost at Sea by Wrecks of and Casualties to Vessels belonging to the United Kingdom during each of the 25 years ended on the 30th June

1901, showing also the Nature of the Wrecks and Casualties, and distinguishing Crew from Passengers: (a.) Sailing Vessels.

		Found	ering	3.		Stran	dings			Colli	sions.		d	Other (	Cause	8.	м	issing	Vesse	ols.		Tot	ala.	
_		Lı	ves L	ost.		Li	ves L	ost.		Li	ves L	ost.		Liv	708 L	ost.		Li	ves L	ost.		Liv	res Lo	st.
Years	No. of Cases	Crew	Passengers and others	Total	No. of Cases	Crew	Passengers and others	Total	No. of Canes	Crew	Passengers and others	Total	No. of Cases	Crew	Passengers and others	Total	No. of Cases	Crow	Passengers and others	Total	No. of Cases	Crew	Passengers and others	Total
			i		<u> </u>	1	(			<u> </u>	1			<u> </u>	I				Pag ag	1 1			1	<u>_</u>
1876-77	21	85	1	86	57	335	9	344	28	88	1	89	59	89	1	90	105	936	63	999	270	1,533	75	1,608
1877-78	21	90 75	8	98 76	41 40	192	22 10	214 172	17	64	63	127	45	73	_	73 70	50 50	440 563	12	452 576	174	859	105	964
1678-79 1579-80	18 15	55	1 2	57	22	91	4	95	29 24	74	3	75 74	44	70 81	1	82	47	804	14	668	151	943	26 74	969 978
1880-81	23	118	1	119	90	437	3	440	22	55	5	60	84	161	11	172	118	890	4	894	337	1,661	24	1,685
1881-82	65	316	_	316	53	231	12	243	23	73	1	74	71	133	2	134	147	1.346	15	1,361	369	2,098	30	2,128
1882-83	24	73	-	73	58	250	7	257	20	78	5	81	89	154	4	158	133	1,076	4	1,080	334	1,639	20	1,649
1883-84	26	104	-	104	37	224	66	290	24	53	-	52	90	122	7	129	109	1,034	10	1,044	286	1.536	83	1,619
1684-85	17	66	5	71	26	104	14	118	20	47	-	47	85	122	9	131	43	360	8	366	191	699	34	733
1885-86	17	68	2	70	25	122	5	127	17	35	3	38	76	151	6	157	40	481	8	489	175	857	24	881
1886-87	15	76	4	80	28	95	2	97	26	102	269	371	74	181	10	191	48	474	7	481	191	928	292	1,220
1687-88	17	67	22	89	26	183	10	192	22	74	3	77	92	137	2	139	35	387	5	392	192	847	42	889
1688-89 1689-90	14 18	37 42	1	37 43	27	100 136	20	120 137	22 23	46	2	81 48	84 84	119	4	123 125	46 26	427 278	45	472 279	193 174	760 623	73	83 <b>3</b> 63 <b>8</b>
.1896-91	19	42	3	45	43	156	5	161	20	82	_	82	51	76	7	83	64	581	14	595	197	937	29	966
1891-92	30	105	2	107	34	202	7	209	23	79	6	85	78	125	5	130	49	464	19	483	214	975	39	1,014
1892-93	16	71	4	75	15	52	2	54	16	31	_	31	69	107	4	111	28	384	10	394	144	645	20	665
1893-94	13	40	43	83	45	197	7	204	15	43	-	43	87	139	88	177	57	455	3	458	217	874	91	965
1894-95	23	78	27	105	37	188	2	190	18	39	2	41	109	136	3	139	64	457	4	461	251	898	38	938
1895-96	33	69	10	79	21	99	8	107	22	65	3	68	61	106	11	117	<b>3</b> 8	511	16	537	175	850	48	898
1896-97	17	46	1	47	19	106	1	107	10	26	2	28	48	72	1	73	23	256	2	258	117	506	7	513
1897-98	6	34	-	34	19	64	4	68	17	24	1	25	69	105	8	113	16	151	1	152	127	378	14	392
1898-99	14	51		51	12	73	10	83	15	30	2	32	67	102	10	112	22	279 176	2	281	130	535	24	559
'99-1900 1900-01	15 16	46 57	<b>4</b> 5	50 62	16 16	92 78	3	95 79	20 15	36 48	8	39 46	47 63	60 82	6	64 88	24	311	1	311	122 130	410 574	15	425 588
Total -	513	1.911	146	2.057	830	3,968	235	4,203	508	1,485	379	1,814	1,769	2,823	158	2,981	1.402	13,320	330		5,022	23,457	·	24,705
									(b	).) S	tea		7ess	els.						,				
1876-77	4	39		39	7	63	-	63	7	29	-	29	18	31	-	31	12	347	81	428	48	509	81	590
1877-78	4	33	1	34	11	1 <b>6</b> 0	117	277	7	30	9	39	21	34	2	36	10	201	-	201	53	458	129	587
1878-79	5	32	-	33	11	96	8	104	3	60	13	73	27	38	1	39	9	207	2	209	55	433	24	457
1679-80	7 10	89 62	176	265 63	11 14	57 171	10	67 187	6	5	1	6	28	34	8	42 26	13	267 192	2	257 194	64 64	442 490	195 21	637
1880-81 1881-82	9	110	19	129	13	182	16 167	349	12	39 26	2	41 33	20 32	26 46	17	63	25	549	23	572	85	913	233	511 1,146
1882-83	10	92	58	150	19	204	9	213	10	47	4	51	39	55	_	55	19	383	_	383	97	781	71	852
1883-84	5	28	_	28	15	122	45	167	9	73	76	149	25	44	_	44	12	237	1	238	66	504	122	626
1884-85	6	121	1	122	13	46	4	50	12	74	23	97	34	41	4	45	16	386	10	396	81	668	42	710
1885-86	1	1	-	1	13	51	n	62	7	26	16	42	11	18	-	18	4	64	_	64	36	160	27	187
1886-87	5	71	5	76	11	136	43	179	11	25	7	32	23	26	1	27	18	382	-	382	68	640	56	696
1887-88	6	45	16	61	11	73	42	115	7	38	6	44	24	34	3	37	14	312	5	317	63	502	72	574
1888-89	5 8	35 88	39	35 127	9	69 70	5	74	14	158	5	163	23	33	7	40	7	152 226	709	861 961	<b>5</b> 8	447	726	1,173
1889-90 1890-91	6	41	1	42	9	70 87	98	168 87	18 10	53 67	5 556	58 623	31 35	49 42	3	51 45	11 5	144	25 1	251 145	77 70	486 381	169	655 942
1891-92	3	38		38	11	31	_	31	5	35	2	37	38	60	10	70	10	181	1	182	67	345	13	358
1802-93	1	2	_	2	10	251	70	321	4	27	9	36	28	40	5	45	4	121	8	127	47	441	90	531
1893-04	8	· 59		59	12	80	1	81	10	49	25	74	50	64	_	64	19	394	12	408	97	646	33	684
1894-95	1	12	_	12	9	48	1	47	9	30	_	30	49	108	1,156	1,264	19	254	1	255	87		1,158	1,608
1895-96	4	17	-	17	8	182	164	326	11	70	253	323	34	64	8	72	8	171	1	172	65	484	436	910
1896-97.	2	11	_	11	11	146	28	174	6	16	5	21	51	67	-	67	10	245	6	251	80	485	<b>3</b> 9	<b>524</b>
1897-98	3	30	-	30	2	20	-	20	6	28	36	64	39	63	1,	64	7	110	1.	111	57	251	38	289
1608-49	10	102	1	103	7	112	130	242	8	48	-	48	<b>5</b> 8	67	3	70	13	337	1	338	96	666	135	801
<b>1900-01</b>	5	95	1	98	17	82	13	75	6	<b>3</b> 5	-	85 ~7	40	64	-	64	26	360	-	360	94	616	14	630
Total -	130	1,299	326	53 1,625	12 280	2 604	19	126	910	81	16	97	917	1104	1 997	2 425	202	103 6,315	889	7 203	1748	383	43	425
*0(91*	130	1.000	320	1,020	260	2.604	1,001	2,605 l	218	1.169	1.076	2.245	817	7,194	1.231	3 425	303	ן פונייים	१ १४४	7.203	1.748	12.DKI	4.022	17.103

#### (c.) Total Sailing and Steam.

		Found	ering	3.		Stran	dings			Collin	dons.		(	Other (	Cause	16.	) h	lissing	Vess	els.		To	als.	
Vann		L	ves L	ost.	,,,	Li	ves L	ost.		Li	ves L	ost.		Li	ves L	ost.		L	ives I	lost.		Li	ves L	ost.
Years	No. of Cases	Crew	Passengers and others	Total	No. of Cases	Crew	Passengers and others	Total	No. of Cases	Crew	Passengers and others	Total	No. of Cases	Crew	Passengers and others		No. of Cases	Crew	Passengers and others	Total	No. of Cases	Crew	Passengers and others	Total
1876-77	25	124	1	125	64	398	9	407	35	117	1	118	77	120	1	121	117	1,283	144	1,427	318	2,042	156	2,198
<b>1877</b> -78	25	123	9	132	52	352	139	491	24	94	72	166	66	107	, <sub>2</sub>	109	60	641	12	653	227	1,317	234	1,561
1878-79	23	107	1	108	51.	258	18	276	<b>3</b> 2	134	14	148	71	108	1	109	59	789	16	785	236	1,376	- 50	1,426
<b>1879</b> -80	22	144	178	322	33	148	14	162	30	76	4	80	71	115	9	124	59	861	64	925	215	1,344	289	1,613
1880-81	<b>3</b> 3	180	2	182	104	608	19	627	34	94	7	101	104	187	11	198	126	1,082	6	1,088	401	2,151	45	2,196
1881-82	74	426	19	445	66	413	179	592	29	99	8	107	103	178	19	197	172	1,895	38	1,933	444	3,011	263	3,374
1989-83	34	165	58	223	77	454	16	470	<b>3</b> 0	123	9	132	128	209	4	213	152	1,459	4	1,463	421	2,410	91	2,50L
1868-84	81	132		132	52	246	111	457	33	125	76	201	115	106	; <b>7</b>	173	121	1,271	11	1,282	352	2,040	205	3,245
1884-85	23	187	6	193	39	160	18	168	32	121	23	144	119	163	13	176	59	746	16	782	272	1,367	76	1,443
1885-86	18	69	. 2	71	38	178	16	189	24	61	19	80	87	169	6	175	44	545	8	553	211	1,017	51	1,068
1 <b>88</b> 6–87	20	147	9	156	39	231	45	276	37	127	276	403	97	207	11	218	66	856	7	863	259	1,568	348	1,916
1867-88	23	112	38	150	37	255	52	307	29	112	9	121	116	171	5	176	4.9	609	10	709	254	1,349	114	1.463
1886-89	19	72	_	72	36	169	25	194	36	235	9	244	107	152	. 11	163	53	579	754	1,333	251	1,207	799	2,006
18 <b>89</b> -90	26	130	40	170	32	206	99	305	41	99	7	106	115	170	6	176	37	504	26	530	251	1,109	178	1,287
1890- <del>9</del> 1	25	83	4	87	57	243	5	248	30	149	556	705	86	118	, 10	128	69	725	15	740	267	1,318	590	1,908
1891-92	33	143	2	145	45	233	7	240	28	114	8	122	116	185	15	200	50	645	20	665	281	1,320	522	1,372
1 <b>89</b> 2-93	17	73	4	77	25	303	72	375	20	58	9	67	97	147	9	156	32	505	16	521	191	1,086	110	1,196
1803-94	19	99	43	142	57	277	8	285	<b>2</b> 5	92	25	117	167	203	38	241	76	849	15	864	314	1,520	129	1,649
1894-95	24	90	27	117	46	234	3	237	27	69	2	71	158	244	1,159	1,403	83	711	5	716	<b>33</b> 8	1,348	1.196	2,544
1895-96	37	86	10	96	29	261	172	433	33	135	256	391	95	170	19	189	46	682	17	699	240	1,334	474	1,808
1896-97	19	57	1	58	30	252	29	281	16	42	7	49	99	139	1	140	33	501	8	509	197	991	46	1,037
1897-98	9	64	-	64	21	84	4	88	23	52	37	89	108	168	9	177	23	261	2	263	184	629	53	681
1898-99	24	153	1	154	19	185	140	325	23	78	2	80	125	169	13	182	35	616	3	619	226	1,201	159	1,360
' <b>99</b> -1900	20	141	5	146	33	154	16	170	26	71	3	74	87	124	4	128	50	536	1	587	216	1,026	29	1,066
1900-01	20	103	13	115	28	185	20	205	29	127	16	143	103	128	8	134	26	414	-	414	204	957	54	1,011
Total	643	3,210	472	3,682	1,110	6,572	1,238	7,808	726	2,604	1,455	4,059	2,586	4,017	1,389	ō, <b>406</b>	1,705	19,635	1,218	20,853	6,770	36,038	5,770	41,808

The foregoing Tables show that during the last 25 years 6,770 wrecks and casualties to ships belonging to the United Kingdom have been attended with fatal results to 41,808 persons, of whom 36,038 were members of the crews and 5,770 were passengers,

pilots, or other persons not on articles of agreement.

The average annual loss during the 25 years was 1,672 persons, consisting of 1,441 crew and 231 passengers, and the loss in 1900–1901 was 1,011 persons, of whom 957 were crew and 54 were passengers. Compared with the average for the previous 24 years, the figures show a decrease of 505 in the number of seamen and of 184 in the number of passengers lost, the loss of seamen in 1900–1901 being lower than in any previous year except 1897–98. The loss of life in 1895–96 was swollen by the loss of 247 lives through the wreck of the "Drummond Castle," and the loss of 277 lives through the sinking of the "On Wo," of London, by collision with the "Newchwang." The number of passengers lost in 1894–95 was swollen by the large number (1,150) of Chinese soldiers drowned by the sinking of the "Kow Shing," of London.

The average number of seamen lost during the 25 years in sailing vessels was 938

and of passengers 50, against 574 seamen and 12 passengers lost in 1900-1901.

The average number of seamen lost in steamships was 503 and of passengers 181, against 383 seamen and 42 passengers lost in 1900–1901. The loss of life in steamships in 1898–99 was swollen by the loss of 106 lives (62 crew and 44 passengers) through the wreck of the "Mohegan," and of 105 lives (19 crew and 86 passengers) through the wreck of the "Stella."

Tables relating to loss of life from registered trading vessels only are given later on.

Sea Casualties to Vessels of all Kinds belonging to British Possessions Abroad.

The total number of sea casualties which occurred in 1900-1901 (total losses and serious and minor casualties) was 633.

The number of Total Losses was 205 (tonnage 29,947), against an average yearly loss of 318 vessels and 56,863 tons for the previous 24 years.

III.—STATEMENT showing the Number and Tonnage of Sailing and Steam Vessels belonging to British Possessions Abroad reported as Totally Lost at Sea during each of the 25 Years ended on the 30th June 1901:—

_	Sai	lling.	St	98m.	To	tals.
Years.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1876-77	411	70,321	14	2,708	425	73,029
1877-78	331	63,159	13	4.048	344	67,207
1878-79	372	81,569	20	6,586	392	88,155
1879-80	. 356	68,690	7	1,272	363	69,962
1880-81	343	62,815	11	2,692	354	65,507
1881-82	374	83,344	21	4,608	395	87,952
1882–83	345	62,470	28	6,657	373	69,127
1883-84	367	68,361	18	5.137	385	73,498
1884-85	363	54,437	15	3,527	378	57,964
1885-86	424	68,747	17	6,254	441	75,001
1886-87	384	63,684	26	6,525	410	70,209
1887-88	311	57,489	22	3,040	333	60,529
1888-89	229	46,161	17	3,583	246	49,744
1889-90	222	39,894	20	5,833	242	45,727
1890-91	278	40,380	15	3,253	293	43,633
1891-92	206	40,400	17	7,531	223	47,931
1892-93	257	46,008	18	3,828	275	49,836
1893-94	251	47,022	30	3,970	281	50,992
1894-95	242	32,469	19	7,960	261	40,429
1895–96	228	36,865	21	4,466	249	41,331
1896-97	170	25,531	24	5,511	194	31,042
L897-98	187	28,628	23	8,134	210	36,762
1898-99	252	30,998	18	6,218	270	37,216
899-1900	277	25,697	$\overline{21}$	6,238	298	31,935
1900-1901	183	21,090	22	8,857	205	29,947
Total	7,363	1,266,229	477	128,436	7,840	1,394,665

The serious casualties, not amounting to total loss, were 162, of which 24 occurred to steam vessels.

The loss of life in 1900-1901 was 269, against 642 in 1899-1900, 238 in 1898-99, 455 in 1897-98, 210 in 1896-97, 217 in 1895-96, 499 in 1894-95, 348 in 1893-94, 346 in 1892-93, 943 in 1891-92, 289 in 1890-91, 340 in 1889-90, 227 in 1888-89, 991 in 1887-88, 1,529 in 1886-87, and an average of 549 for the 10 years preceding 1886-87.

The number of lives lost in 1899-1900 was swollen by the loss of 123 lives from pearlfishing vessels off the coast of Queensland through a gale which prevailed in the vicinity of Cape Melville in March, 1899, and by the loss of 259 lives from a number of small vessels in the Bahamas through a gale which visited those islands in August, 1899.

The number lost in 1897-98 was swollen by the foundering of the "Sri Hong Ann," of Singapore, with the loss of 119 lives; and the number in 1891-92 by the foundering of the "Namchow," of Penang, with the loss of 361 lives, and by the disappearance of the "Deccan," of Bombay, with the loss of 258 lives.

The number in 1887-88 was swollen by the loss of 495 Chinese passengers in the "Wah Yeung," of Hong Kong, and 131 passengers in a ferry boat on the river Hooghly below the boundary fixed for river casualties. The number in 1886-87 was swollen by the loss of 735 Indian passengers in the missing steamer "Sir John Lawrence."

The number of missing vessels in 1900-1901 was 11, against 12 in 1899-1900, 16 in 1898-99, 8 in 1897-98, 7 in 1896-97, 9 in 1895-96, 18 in 1894-95, 16 in 1893-94, 19 in 1892-93, 12 in 1891-92, 21 in 1890-91, 15 in 1889-90, 14 in 1888-89, 21 in 1887-88, 14 in 1886-87, and an average of 28 in the 10 years preceding 1886-87. missing vessels in 1900-1901 were as follows:---

Sea Casualties to British Vessels of all Kinds.—Summary.

The total number of sea casualties (total losses and serious and minor casualties) which occurred to British vessels was 6,054.

The number of Total Losses at Sea was 546 (tonnage 182,943). This is, as regards vessels, lower than in any of the previous 24 years, and, as regards tonnage, lower than in any of those years except 1897-98.

IV.—Statement showing the Total Number and Tonnage of Sailing and Steam Vessels belonging to the United Kingdom and British Possessions Abroad reported as Totally Lost at Sea during each of the 25 years ended on 30th June 1901.

Years.	. Sai	ling.	St	am.	То	tals.
10015.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1876-77	1,056	234,395	99	57,095	1,155	291,490
1877–78	<b>862</b>	210,920	102	57,193	964	268,113
1878–79	922	228,064	115	70,232	1,037	298,296
1879-80	862	219,118	109	78,934	971	298,052
1880-81	1,181	267,051	128	79,998	1,309	347,049
1881-82	1,129	275,140	172	103,099	1,301	378,239
1882 -83	<b>'998</b>	226,903	183	118,549	1,181	345,452
1883-84	948	223,552	154	95,447	1,102	318,999
1884-85	761	145,290	177	124,358	938	269,648
1885-86	851	183,908	143	103,408	994	287,316
1886-87	847	182,247	165	101,739	1,012	283,986
1887–88	754	171,024	151	90,354	905	261,378
1888-89	615	149,380	138	84,328	753	233,708
1889-90	589	132,959	147	104,654	736	237,613
1890-91	688	135,657	148	114,786	836	250,443
1891-92	633	142,860	137	102,074	770	244,934
1892-93	512	127,452	116	77,164	<b>628</b>	204,616
1893-94	681	130,093	184	121,521	865	251,614
1894-95	641	104,152	149	89,917	790	194,069
1895–96	<b>54</b> 8	135,202	1 <b>4</b> 8	118,357	696	253,559
1896-97	561	108,094	141	100,517	702	208,611
1897-98	485	74,848	144	104,013	629	178,861
1898-99	<b>528</b>	84,477	142	128,420	670	212,897
1899-1900	540	72,505	178	139,106	718	211,611
1900-1901	421	88,261	125	94,682	546	182,943
Total	18,613	4,053,552	3,595	2,459,945	22,208	6,513,497

In 1900-1901 the loss of life by sea casualties was 1,280 against 1,697 in 1899-1900, 1,598 in 1898-99, 1,136 in 1897-98, 1,247 in 1896-97, 2,025 in 1895-96, 3,043 in 1894-95, 1,997 in 1893-94, 1,542 in 1892-93, 2,315 in 1891-92, 2,197 in 1890-91, 1,627 in 1889-90, 2,233 in 1888-89, 2,454 in 1887-88, 3,445 in 1886-87, and an average of 2,500 for the 10 years preceding 1886-87. As already explained, the number lost in 1894-95 was greatly swollen by the loss of Chinese soldiers in the "Kow Shing."

The number of missing vessels in 1900-1901 was 36, against 62 in 1899-1900, 51 in 1898-99, 31 in 1897-98, 40 in 1896-97, 55 in 1895-96, 101 in 1894-95, 92 in 1893-94, 51 in 1892-93, 71 in 1891-92, 90 in 1890-91, 52 in 1889-90, 67 in 1888-89, 70 in 1887-88, 80 in 1886-87, and an average of 125 in the 10 years preceding 1886-87. The missing vessels in 1900-1901 were as follows:—

Sailing vessels 28, tonnage 20,694, lives lost 365 Steam , 8 , 8,441 , 163 Total ... 36 29,135 528

Casualties to Foreign Vessels.

The number of casualties reported in 1900–1901 as having occurred to Foreign vessels on or near the coasts of the United Kingdom and British Possessions Abroad was 599 (tonnage 340,980), of which 82 (tonnage 37,567) were attended with total loss of the vessels. The losses of steamships were 13 (tonnage 12,933), and of sailing ships 69 (tonnage 24,634). The number of casualties in rivers and harbours was 415 (tonnage 334,660), but of the vessels only 1 (tonnage 188) was totally lost.

95 lives were lost by 24 casualties to Foreign vessels on or near British coasts, and 9 by 3 casualties to Foreign vessels in British rivers and harbours.

#### Deaths of Seamen from all Causes.

The gross results as regards mortality amongst seamen employed in British vessels will be found in the following Abstracts, full details being given in the body of the Return in the Tables referred to in the headings.

Deaths in unregistered merchant vessels, registered river craft, and yachts, except those arising from wreck and casualty, are not included in the following tables, and there is also reason to believe that the deaths in Colonial sea-going registered vessels and fishing vessels are not all reported. Amongst the deaths shown as having occurred in Rivers and Harbours in 1900–1901 are those of 196 seamen who died from accident or disease after discharge from ships registered in the United Kingdom, 12 after discharge from ships registered in the Colonies, and 1 after discharge from a fishing vessel belonging to the United Kingdom:—

V.—Statement showing the Number of Deaths of Seamen from all causes at Sea in Vessels belonging to the United Kingdom.

		By other   Accidents.   Accid		Des	ths in Fig	shing Vesse	els.	Deaths		То	tals.		
Years.	By Wrecks of, or Casualties to, the Vessels. (See Tables 12 to 17.)	other Acci- dents.	Disease,	Total.	By Wrecks of, or Casualties to, the Vessels. (See Table 46.)	By other Acci- dents. (See Ts	By Disease, &c.	Total.	by Wrecks of, or Casualties to, other Boats and Craft. (See Tables 40 and 44.)	By Wrecks of, or Casual- ties to, the Vessels.	By other Acoi- dents.	By Disease, &c.	Total
	<u> </u>		·	(a	.) Live	s Los	t in S	ailing	Vessel	8.		· · · · · · · · · · · · · · · · · · ·	
1884-85	526	259	200	985	150	103	8	270	14	699	362	208	1,369
1895-86	695	224	234	1,153	123	94	11	228	39	857	<b>31</b> 8	245	1,420
1886-87 1887-88	704 652				158 1 <b>6</b> 0	96 197	9	263 361	66 35	928 847	329 517	. 213 214	1,470 1,578
1888-89	526		1	-	203	159	14	376	31	7 <b>6</b> 0	492	228	1,480
1889-90	441				143	112	9	264	39	623	389	216	1,228
1890-91 1891-92	800 748		1	•	100 186	71 91	10	181 287	37 43	937 975	300 318	213 231	1,450 1,524
1892-95	528		1	•	77	73	11	161	40	645	271	164	1,080
1893-94	607		I .		229	75	10	314	38	874	321	175	1,370
1894-95 1895-96	583 634		_		276 163	69 <sub>.</sub> 61	7 14	352 238	39 53	898 850	292 291	193 187	1,383 1,328
1898 -97	408	179	136	722	72	86	8	146	26	508	245	143	894
1897-98	248	146	160	552	115	53	6	174	17	378 595	199	166	743
1896-99 1899-00	425 303	129 104	150 128	704 535	79 68	53 29	8	140 105	31 39	535 410	182 133	158 136	875 3 <b>79</b>
1900-01	472	134	112	718	78	28	5	111	24	574	162	117	853
Total	9,296	3,691	<b>3,0</b> 65	16,042	2,389	1,430	152	3,971	611	13,296	5,121	3,207	20,624
	<u>'</u>		,	(b	.) Liv	es Lo	st in S	steam	Vessel	8.			
1884-85	667	101	231	999	_	1	1	2	1	668	102	232	1,002
1885-86	154	110	291	555	5	-	-	5	1	160	110	291	561
<b>1886-</b> 87	639	125	325	1,089	-	2	2	4	1	640	127	337	1,094
<b>1887-</b> 88	501	259	<b>3</b> 51	1,091	1	4	2	7	_	502	243	363	1,098
1888-89	418	165	354	937	29	3	-	32	-	447	168	354	980
18 <del>89-9</del> 0	460	211	314	985	14	2	-	16	12	486	213	314	1,013
1890-91 1	377	162	356	895	4	5	1	10	-	381	167	357	905
1891- <del>9</del> 2	330	181	464	975	14	4	-	18	1	345	185	464	904
1892-93	424	116	301	841	11	6	2	19	6	441	122	303	866
189 <del>3-94</del>	594	184	383	1,161	51	10	4	65	1	646	194	387	1,227
18 <del>91-9</del> 5	354	186	367	907	96	11	6	113	l <sup>-</sup> .	450	197	373	1,020
1895-96	468	174	385	1,027	15	17	3	85	1	484	191	388	1,063
1896-97	467	<b>23</b> 3	402	1,102	17	28	2	47	1	485	261	404	1,150
1897-98	219	149	391	759	32	. 19	2	53	_	251	168	393	812
1898-99	639	182	377	1,198	27	34	10	71	_	666	216	387	1,269
1899-00	433	142	516	1,091 1,038	175 25	37 28	10 12	222 65	8	616 383	179 <b>203</b>	526	1,321
1900-01 Total -	7,502	2,8 <b>35</b>	6,513	16,650	516	211	57		33	8,051	3,046	6,370	1,103
10851 -	1,002		","20			(0.				-,		, ,,,,,	
1994-0#	1,193	360	431	1,984	159	104	9 1	272	15	1,367	464	<b>44</b> 0 i	2,271
1884-85 1885-86	849	334	525	1,708	128	94	11	233	40	1,017	428	536	1,981
1886-87	1,343	368	529	2,230	158	98	11	287	67	1,568	456	540	2,564
1887-88	1,153	559	581	2,273	161	201	6	368	<b>3</b> 5	1,349	<b>76</b> 0	567	2,676
1888-89	944	408	568	2,010	232	162	14	408	31	1,207	660	582	2,449
1889-90	901	488	521	1,910	157	114	9	280	51	1,109	602	<b>53</b> 0	3,241
1890-91	1,177	391	559	2,127	104	76	11	191	37	1,318	467	570	2,355
1891-92	1,076	408	685	2,169	200	95	10	305	44	1,320	503	695	2,518
1892-93	952	314	454	1,720	88	79	13	180	46	1,086	393	487	1,946
1893-94	1,201	430	548	2,179	280	85	14	379	39	1,520	515	562	2,597
1894-95	937	409	553	1,899	372	80	13	465	39	1,348 -	489	566	2,403
1895-96	1,102	404	558	2,064	178	78	17	273	54	1,334	482	<b>57</b> 5	3,391
1896-97	875	412	587	1,824	89	94	10	193	27	991	<b>50</b> 6	547	2,044
1897-98	466	295	5 <b>51</b>	1,311	147	72	8	227	17	629	387	539	<b>1,56</b> 5
1898-99	1,064	311	52 <b>7</b> ,	1,902	106	87	18	211	31	1,201	398	545	2,144
1899-00	736	246	644	1,623	243	<b>6</b> 6	18	327	47	1,026	312	66%	2,000
1900-01	830	309	617	1,758	103	58	17	176	94	957	345	634	1,956
Total -	16,798	6,526	9,368	32,692	2,905	1,641	209	4,755	614	20,347	8,167	9,577	58,0¥1

VI.—Statement showing the Number of Deaths of Seamen from all causes in Rivers and Harbours in Vessels belonging to the United Kingdom.

	Deaths i regist	recks			Des	aths in Fis	hing Vess	e]ĸ,	Deaths by Wrecks		Tot	els.	
Years.	By Wrecks of, or Casual- ties to, the Vessels. (See Table 75.)	other Acci- dents.	Disease,	Total.	By Wrecks of, or Casual-ties to, the Vessels (See Table 75.)	By other Acci- dents.	By Disease, &c. ble 78.)	Total.	of, or Casualties to, other Boats and Craft (See Table 75.)	By Wrecks of, or Casual- ties to, the Vessels.	By other Acci- dents.	By Disease, &c.	Total.
	1			(a	.) Live	s Los	t in S	ailing	Vessel	S.			
1884-85	1	154	179	334	2	10	4	16	9	12	164	183	350
1885-86	1 .		t !	336	ı	4	4	9	5	11	125	214	350
1886-87	1 .		1	402	3	8	6	17	8	15	154	258	427
1887-88 1888-89	1		1	242 329	2 4	11 14	8 6	21 24	5 8	12 16	82 148	174 197	268 361
1889-90				348	1	10	8	19	12	. 18	143	218	379
1890-91	1 1		1	294	-	14	5	19	9	14	154	154	322
1891-92				367 369	_	8 5	2 7	10 12	13 10	17 23	137 122	236 246	390 391
1892-93 1893-94	1		ı	326	2	8	13	23	19	27	119	222	368
1894-95	11		l .	408	1	8	. 9	18	6	18	107	307	432
1895-96	1			333	1	6	5	12	10	14	99	242	356
1896 -97			1	243 229	4	11	5 4	20 15	13 17	22 26	99 96	155 139	276 361
1897-98 1898-99				192		8	7	15	14	19	74	128	221
1899-00	!		128	219	2	8	в	16	19	25	95	134	254
1900-01	2	71	103	176	2		3	12	4	8	78	106	192
Total	91	1,845	3,211	5,147	25	161	102	278	181	297	1,996	3,313	5,606
				(1	o.) Liv	es Lo	st in S	Steam	Vessel	8.			
1884-85	_	187	264	451		-	_	-	T -	-	187	364	451
1885-86	9	198	331	538	-	1	-	1	3	12	199	331	542
1886-87	3	189	315	506	_	3	_	2	4	6	191	315	512
1887-88	16	142	291	449	_	-	-	-	3	19	142	291	452
1888-89	14	209	285	508	_	2	-	2	4	18	211	285	514
1889-90	8	249	320	577	<b> </b> _	i	_	_	6	14	249	320	583
1890-91	36	258	334	618	_	1	_	1	1	27	259	334	620
1891-92	24		487	784			_		1	25	273	487	785
1892 93	1			589	_	1	1	2	2	7	219	367	593
1893-94				638	_	3	3	6	2	15	264	367	646
1894-95	1.			631	_	8		8	1	10	264	366	640
1895-96	1		'	670		9	1	i 10	1	50	254	i 377	681
1896-97	l			588		5	4	9		19	237	319	575
1897-98	ľ			653	2	3		5	2	19	273	368	660
	ĺ			763		8	4	12	3	15	293	470	
1898-99	1			; 8 <b>9</b> 0		6	5	n	3	32	340	532	778
1899-00	l			849		6	7	13	2	14	296		. 804
1900-01 Total	262			10,680		55	25	82	38 .	302	4,151	6,347	864 10,800
Total		1,0	.,					1	<u> </u>		-,	-	20,0
					•	<u>-</u>	_ <del></del>	<del> </del>	1	1	i	[	
1884-85				785	2	10	4	16	9	12	351	447	810
1885-86	14	319	541	874	1	5	4	10	8	23	324	545	892
1886-87	8	335	567	908	3	10	6	19	12	21	345	573	939
1887-88	21	213	457	691	2	11	8	21	8	31	224	465	720
1888-89	18	343	476	837	4	16	6	26	12	34	359	482	875
<b>1889-9</b> 0	13	382	530	925	1	10	8	19	18	32	392	538	962
1890-91	31	398	483	912	- '	15	5	20	10	41	413	488	842
1891-92	28	402	721	1,151	-	8	2	10	14	42	410	723	1,175
1892-93	18	335	605	958	-	6	8	14	12	30	341	613	584
1893 94	19	372.	573	964	2	11	16	29	21	42	383	589	1,014
1894 -95	20	<b>35</b> 5	664	1,039	1	16	9	26	7	28	371	673	1.073
1896-96	52	338	613	1,003	1	15	6	22	11	64	353	619	1,036
1896-97	24	320	485	809	4	16	9	29	13	41	336	474	851
1897-98	24	355	503	₩82	2	14	4	20	19	45	389	507	121
1898-99	17	351	587	955		16	11	27	17	34	367	598	ńón
1899-00	33	421	655	1,100	3	14	11	27	22	57	435	666	1,158
TUBO-AA											1		
1000-01	14	361	650	1,025	2	13	10	25	6	22	374	660	1,056

VII.—Statement showing the Number of Deaths of Seamen from all causes at Sea and in Rivers and Harbours in Vessels belonging to the United Kingdom.

	Deaths i regist	of, or Casual- ties to, the Vessels.    Total	vessels chant	De	aths in Fi	shing Ves	sels.	Deaths by Wrecks		То	tuls.		
Years.	Wrecks of, or Casual- ties to,	other Acci-	Disease,	Total.	By Wrecks of, or Casual- ties to, the Vessels.	By other Acci- dents.	By Disease,	Total.	of, or Casualties to, other Boats and Craft.	By Wrecks of, or Casual- ties to, the Vessels.	By other Acci- dents,	By Disease, &c.	Total.
				(a.	) Live	s Los	t in S	sailing	Vesse	ls.			-
1894-85			1 1	1,319	161	113	12	286	23	711	526	391	1,628
1885-86 1886-87	700 708	34ō 379	411 456	1.499 1,543	124 161	98 104	15 15	237 280	44 74	868 943	413 483	459 471	1,770 1,897
1887-88	657	391	376	1,434	162	208	12	382	40	859	599	388	1,846
1888-89	530	467	405	1,402	207	173 122	20	400	39	776	<b>64</b> 0	425	1,841
18 <del>89-9</del> 0 1890-91	446 805	410 369	417 352	1,273 1,526	144 100	<u>دما</u> 85	17 15	283 200	51 46	641 951	5 <b>3</b> 2 454	434 367	1,607 1,772
1891-92	750	356	455	1,561	186	99	12	297	56	992	455	487	1,914
1892-93	541 613	315 357	302 374	1,248 1,344	77 231	78 83	18 23	173 337	50 57	668 901	<b>393</b> 440	410 397	1,471
1893-94 1894-95	594	322	484	1,400	277	77	16	370	45	916	399	500	1,738 1,815
1895-96	637	323	410	<b>1,37</b> 0	164	<b>67</b>	19	250	63	864	390	429	1,683
1898- <b>97</b> 1897-98	413 255	287 231	285 295	965 781	76 115	77 61	13 10	166 189	39 34	528 404	344 295	298 305	1,170 1,004
1898-99	430	195	271	893	79	61	15	155	45	554	256	286	1,098
1899-00	307	191	256	754	70	87	14	121	58	435	228	270	933
1900-01	474	205	215	881	80	35	8	123	28	582	240	223	1,045
Total	9,387	5,536	6,266	21,180	2,414	1,581	254	4,249	792	12,593	7,117	6,520	26,330
			1 1	<b>d</b> )	.) Liv	es Los	st in	Steam	Vesse	ls. 1		1	<del> </del>
1884- <b>85</b>	667	288	495	1,450		1	1	2	1	668	289	196	1,453
1885-86	163	308	622	1,093	5	1	_	6	4	172	309	6:22	1,103
1886-87	641	314	640	1,595		4	2	6	5	646	318	642	1,606
18 <b>87-88</b>	517	381	642	1,540	1	4	2	7	3	521	385	614	1,550
1888- <b>8</b> 9	433	374	639	1,445	29	5	-	34	4	465	379	639	1.483
1889 <del>-9</del> 0	468	460	634	1,562	14	2		16	18	500	462	634	1,596
1890-91	403	420	690	1,513	1 1	6	1	11	1	408	426	691	1,525
1891-92	354	454	951	1,759	14	4		18	2	370	458	951	1,779
1892-93	429 607	334	667	1,130	11	7	3 7	21	8	448	341	670	1,459
1893-94	368	445	747	1,799	51 96	13 19	;	71 121	3 1	661 460	458 461	754	1,873
1894-95	505 517	442 419	761	1,538 1,697	96 15	18	9	45	.,	534	445	739 765	1,660 1,744
1895-96	486	465	717	1,668	17	33	1 6	56	1	504	498	723	1,742
1896-97 1897-98	234	419	759	1,412	34	22	2	58	2	270	441	781	1,472
1898-99	651	467	843	1,961	27	42	14	83	3	681	509	857	2,047
1899-00	462	476	1,043	1.981	175	43	15	233	11	648	5 <b>19</b>	1,058	2,225
1900-01	370	465	1,052	1,887	25	34	19	78	2	397	499	1,071	1,967
Total	7,764	6,931	12,635	27,330	518	266	82	886	71	8,353	7,197	12,717	28,267
			<u> </u>		<u> </u>	(0	.) Tot	al.	•	·		<del></del>	
1884-85	1,194	701	874	2,769	161	114	13	288	24	1,379	815	887	3,031
1885-88	863	653	1,066	2,582	1:29	99	15	243	.48	1,040	752	1,031	2,873
1886-87	1,349	693	1,096	3,138	161	108	17	286	79	1,589	801	1,113	3,503
1887-88	1,174	772	1.018		163	212	14	389	43	1,380	984	1,032	3,396
1888-89	963	841	1,044	2,847	236	178	20	434	43	1,241	1,019	1,064	3,824
1889-90	914	870	1.051	2,835	158	124	17	299	69	1,141	994	1,068	3,203
1890-91	1,208	789	1,042	3,039	104	91	, 16	211	47	1,359	880	1,058	3,297
1891-92	1,104	810	1,406	3,320	200	103	12	315	5⊀	1,362	913	1,418	3,693
1892-93	970	<b>64</b> 9	1,059	2,678	к8	85	21	194	5⊀	1,116	734	1,080	2,930
1893-04	1,220	803	1,121	3,143	282	96	30	408	60	1,562	898	1,151	3.611
1894 <b>-9</b> 5	957	761	1.217	2,938	373	96	32	491	46	1,376	880	1,239	3,475
1895-96	Լ,154	<b>74</b> 2	1,171	3.067	179	93	23	295	65	1,398	835	1,194	3,427
1896-97	899	732	1,002	2,633	93	110	19	222	40	1,032 :	842	1,021	2,895
1897-98	489	650	1.054	2.193	149	86	12	247	<b>3</b> 6	674	736	1,066	2,476
1898-99	1,081	662	1,114	2,857	106	103	29	239	48	1,235	765	1,143	3,143
1899-00	789	667	1,290	2.735	245	80	20	354	69	1,083	747	1,328	3,158
1900-01	811	670	1,267	2,781	105	69	27	201	30	979	739	1,294	3,012
	17,151	12,467	18.901	48,519	2.932	1,847	336	5,115	863	20,946	14,314	19,237	54,497

VIII.—Statement showing the Number of Deaths of Seamen from all causes at Sea in Vessels belonging to British Possessions Abroad.

	Deaths in under th	Trading	Vessels re nt Shippii	gistered ng Acts.	Dea	the in Fi	shing Vess	els.	Deaths by Wrecks		Tot	als.	
Years.	By Wrecks of, or Casualties to, the Vessels. (See Tables 29 to 34.)	By other Acci- dents.	By Disease, &c.	Total.	By Wrecks of, or Casualties to, the Vessels. (See Table 48a).	By other Acci- dents.	By Disease, &c.	Total.	of, or Casualties to, other Boats and Craft. (See Table 42 and Note to Table 43.)	By Wrecks of, or Casual- ties to, the Vessels.	By other Acci- dents,	By Disease, &c.	Total
	1			/9		og T.os	et in G	ailina	Vessel		-	1	
			1			05 1101	1 111 10	i	1		· · · · · · · · · · · · · · · · · · ·	, !	
1884-85 1885-86	179 258	99 102	78 80	356 440	18 28	_	1 _	18 28	53 1 <b>6</b> 2	250 448	99 103	78 80	42 63
1886-87	180	116	91	387	165	_	_	165	22	367	116	91	57
1887-88	254	121	80	455	20	_	<u> </u>	20	14	288	131	80	48
1888-89	151	106	59	316 371	39	_	-	39	12	202	108	59	36
1889-90 1890-91	215 189	75 77	81 76	342	1 9		_	1 9	8	224 206	75 77	81 76	38 35
1891-93	167	96	73	336	33	_	-	33	89	289	96	73	45
18 <b>92-93</b>	206	64	43	313	42	_	i –	42	32	280	64	4.3	38
1893-94 1894-95	212 152	75 <b>68</b>	48 40	335 260	17 43	_		17 43	35 32	264 227	75 <b>68</b>	48 40	38 33
1895-96	145	44	32	221	9	_	_	9	30	184	44	32	26
1896-97	53	33	31	117	13	_	_	13	19	85	33	31	14
1897-98	169	33	20	222	5	_	_	5	5	179	38	20	25
1898-99 1899-00	160 220	28 27	28	216 277	16 150	i –	-	16 150	33 166	209 <b>536</b>	28 27	28 30	26 59
1900-01	122	34	28	184	21	_	i _	21	12	155	34	28	21
Total	3,032	1,198	918	5,148	629	!		629	732	4,393	1,198	918	6,50
			1	/1	l b \ Tim	on To	at in 6	2+00-	Transal.	<u> </u>			
		<u> </u>	<u> </u>	<u> </u>	0.) <u>1.1</u> V	AR TO	1 1 1 S	Juan	Vessel	8. I	1	1	·
1884-85	1	1	4	6	-	-	-	-	-	1	1	4	
1885-86	61	_	6	67	-	-	-	-	2	63	-	6	•
1886-87	124	4	7	135	-	l –	-	-	3	127	4	7	Ľ
1887-88	38	4	1.5	57	-	-	_	_	-	38	4	15	
1888-89	14	3	ıı	28	-	_	-	-	-	14	3	n	:
1889-90	15	5	6	26	ļ .–	-	-	-	1	16	5	6	
1890-91	36	4	9	49	-	-	-	-	<u> </u>	36	4	9	,
1891-92	166	11	18	195	-	_	_	-	-	166	11	18	L
1892-93	13	4	10	27	_	_	_	-	-	13	4	10	
1893-94	39	2	12	58	l –	_	_	-	16	55	2	12	١,
1894-95	106	3	7	116	l –	_	-	_	_	106	3	7	1
1895-96	9	2	10	21	_	_,	_	-	_	9	2	10	
1896-97	38	6	6	50	_	_'	_	_	_	38	6	6	
1897-98	125	6	17	148	_	_	_	_	_	125	6	17	14
1898-99	11	5	12	28		_	_	_	1	12	5	12	!
1899-00	46	8	12	66	_	_	_	_	7	5 <b>8</b>	8	12	1
1900-01	101	5	12	118	l _	_	_		, ·	101	5	12	1
Total	943	73	174	1,190		<del></del>	<del> </del>	<del> </del>	30	973	73	174	1.
10181				1,100	<u>i</u>	<u> </u>	1	<u> </u>	<u> </u>	1	13	1/4	1,2
						(	c.) To	tal.			<del></del>		
1884-85	180	100	, 82	362	18	-	-	18	53	251	100	82	48
1885-86	319	102	86	507	28	-	-	28	164	511	102	86	
1886-87	304	120	98	522	165	-	-	165	25	494	120	98	7.
1887-88	292	125	95	512	20	-	-	20	14	326	126	95	5
1888-89	165	109	70	344	39	_	-	39	12	216	109	70	3
1889-90	230	80	87	397	1		_	1	9	240	80	87	4
1890-91	225	81	85	391	9	-	-	9	8	242	81	85	4
1891-92	333	107	91	531	33	_	_	33	89	455	107	91	6
1892-93	219	68	53	340	42	_	_	42	32	293	68	53	4
1893-94	251	77	60	388	17	_	_	17	51	319	77	. 60	4
1894-95	258	71	47	376	43	_	_	43	32	333	n	47	;
	154	46	42	242	9	_	_	9	30	193	46	42	ŀ
1895-96	91	39	57	167	13	_		13	19	123	39	I	2
1896-97	294	39	37	370	5	_	_	5	5	304	I	<b>37</b>	1
1897-98	l	33	40	ł	16	_	1	16	4		39	37	3
1898-99	171	ĺ	i	244	1			1	34	221	33	40	2
1899-00	266	35 20	42	343	150			150	173	589	35	42	6
1900-01	223	39	40	302	21	<u> </u>		21	12	256	39	40	3
Total	3,975	1,271	1,092	6,338	629	<del>-</del>	ı –	629	762	5,366	1,271	1.092	7.7

IX.—Statement showing the Number of Deaths of Seamen from all causes in Rivers and Harbours in Vessels belonging to British Possessions Abroad.

	Deaths in registe	other Accidents. &c.		Vessels chant	De	aths in Fi	shing Vess	sels.	Deaths by Wrecks		То	tals.	
Years.	By Wrecks of, or Casualties to, the Vessels. (See Table 75.)	other Acci- dents.	Disease, &c.	Total.	By Wrecks of, or Casual-ties to, the Vessels. (See Table 75.)	By other Acci- dents.	By Disease, &c.	Total.	of, or Casualties to, other Boats and Craft. (See Table 75.)	By Wrecks of, or Casual- ties to, the Vessels.	By other Acci- dents.	By Disease, &c.	Total
				(8	ı.) Liv	es Lo	st in S	ailing	vesse	ls.	' <u></u>	· · ·	
1884-85	_	37	53	90	_	_	_	I _	9	9	37	53	99
1885-86	1		1	122	1	-	-	1	2	4	39	82	125
1886-87 1887-88	8		1	140 101	_	=	_	_	3 5	9 5	31 22	103 79	143 106
1888-89	5	18	56	· 79	_	-	_	-	9	14	18	56	88
1889-90	_	20 27	60 74	80 101	_	_	_	_	18 6	18 6	20 27	60 74	98
1890-91 1891- <b>9</b> 2	2	16	113	131	_	_	_	_	1	3	16	113	132
1892 <del>-9</del> 8	-	21	76	97	-	-	-	: -	13	13	21	76	110
189 <del>3-94</del> 1894-95	1 _	22 21	75 75	98 96	=	_	_	. <u> </u>	_	1 -	22 21	75 75	. 98
1895-98	-	14	72	86		_	-	· —	4	4	14	72	90
1896-97	_	9 10	19 33	28 43	_	_	_	-		_	9 10	19	28 43
1897-98 1898-99	_	10	27	45 37	_		-	_	1	1	10	33 27	38 38
18 <del>99-</del> 00	-	7	18	25	-	-	-	_	5	5	7	18	30
1900-01		6	38	44					1	1	6	38	45
Total	15	330	1,053	1,398	1			1	77	93	330	1,053	1,476
		-		(	b.) Liv	res Lo	st in	Steam	Vessel	8.			
1884-85	-	6	4	10	-	-	-	_	-	-	6	4	10
1885-86	2	9	15	26	-	-	_	-	34	36	9	15	60
1886-87	2	4	6	12	-	-	_	_	_	2	4	6	12
1887-88		4	4	8	_	_	_	_	9	9	4	4	17
1888-89	1	1	3	5	-	_	_	_	4	5	1	3	9
1889-90	1	2	7	10	-	-	_	_	9	10	2	7	19
1890-91	-	9	30	39	_	_	-	_	1	1	9	30	40
1891-92	-	6	18	24	_	_	_	_	3	3	6	1 18	27
1892-93	-	3	14	17	-	-	_	_	3 7	3	3	14	20
1893-94	-	6	15	21 20	-	_	_	_	7	7	6	15	28 20
1894-95		6	16	22		_		_	14	14	6	16	36
1895-96		3	4	7		1 _					3	4	7
1896-97 1897-98	1 _	7	15	22	l _		_		_	<u> </u>	7	15	22
1898-99		8	20	28	l _	_				6	8	20	34
1899-00	18	7	8	33	_	_	_	_	12	30	7	8	. 45
1900-01	_	11	16	27	_	_	_	_	1	1	11	18	28
Total	24	96	211	331				-	103	127	96	211	434
			J		<u> </u>	(	c.) Tot	al.			<u> </u>	<u> </u>	
1884-85		43	57	100	Ι_	` 	· _	ī	9	9	43	57	109
1885-86	3	48	97	148	1	_	_	1	36	40	48	97	185
1886-87	8	35	109	1.62	1 _	_	_	-	3	n	36	109	156
1887-88	_	. 26	83	109	l _	_	_	_	14	14	26	83	123
1888-89	6	19	59	84	_	_	_	_	13	19	19	59	97
1889-90	1	22	67	90	. –	_	_	_	27	28	22	67	117
1890-91		36	104	140	_	_	_	_	7	7	36	104	147
1891-92	2	22	131	1.55	_	_	-	_	4	6	22	131	159
1892-93	_	24	90	114	_	-	-	_	16	16	24	90	130
1893-94	1	28	90	119	_	_	_	_	7	8	28	90	126
1894-95	_	25	91	116	-	-	_	-	_	-	25	91	116
1895-96	-	20	88	108	_	_	_	_	18	18	20	88	136
1896-97	_	12	23	35	_	-	-	-	-	_	12	23	35
1897-98	-	17	48	65	-	_	-	_	-	_	17	48	65
1898-99	_	18	47	65	_	_	-	-	7	7	18	47	72
1899-00	18	14	26	58	-	-	-	_	17	35	14	26	75
1900-01		17	54	71			_		3	2	17	54	73
	39	426	1,264	1,729	1	ı	1	1	180	<b>2</b> 20	426	1,264	1,910

X.—Statement showing the Number of Deaths of Seamen from all causes at Sea and in Rivers and Harbours in Vessels belonging to British Possessions Abroad.

	Deaths i regist	ecks or other atoms of the stop other dents. By Disease, &c. Total. Cate stop other dents. Cate of the stop other dents. Cate of the stop other dents. Cate of the stop other dents of the stop other				aths in Fis	shing Vess	els.	Deaths by Wrecks		То	tals.	
Years.	By Wrecks of, or Casualties to, the Vessels.	other Acci-	Disease,	Total.	By Wrecks of, or Casual- ties to, the Vessels.	By other Acci- dents.	By Disease,	Total.	of, or Casualties to, other Boats and Craft.	By Wrecks of, or Casual-ties to, the Vessels.	By other Acci- dents.	By Disease,	Total
				(8	.) Liv	es Los	st in S	ailing	Vesse	ls.			
1884-85	179	136	131	446	18	_	_	18	62	259	136	131	53
1885-86	1		1	1	29	_	-	29	164	452	141	162	75
1886-87 1887-88				ı	185 20	=	_	165 20	25 19	376 293	147 143	194 159	71' 59
888-89	1		1	1	39		-	39	21	216	124	115	45
889-90	i				1	-	-	1	26	242	95	141	47
1890-91 1891-92	1			1	9 33	_	_	33	14 90	212 292	104 112	150 186	46 59
892-93	1		£ .	1	42	_	l –	42	45	293	85	119	49
893-94	1		1	1	17	-	: -	17	35	265	97	123	48
1 <b>894</b> -95 1895-96	152 145	89 58	115 104	356 307	43 9	_	-	43 9	32 34	227 188	89 58	115	43 35
1896-97	53	42	50	145	13	_	· –	13	19	85	42	50	17
1897-78	169	43	53	265	5	_	: -	ō	5	179	43	53	27
1898-90 1890-00	160 220	38 34	55 48	253 302	16 150	' _	_	16 150	34 171	210 541	38 34	55   48	30 <b>62</b>
1900-01	122	40	66	228	21	i —		21	13	156	40	66	26
Total	3,047	1,528	1,971	6,546	630	=		630	809	4,486	1,528	1,971	7,98
		<del></del>	<u> </u>	(	b.) Liv	res Lo	st in S	Steam	Vessel	S.		<b>'</b> '	
884-85	1	7	8	16	<u> </u>	_	i _	_	<u> </u>	1	7	8	1
885-86	63	9	21	93	_	_	_	l: –	36	99	9	21	12
886-87	126	8	13	147	_	_	i _	l: —	3	129	8	13	1.5
<del>88</del> 7-88	38	8	19	85	_		_	· _	9	47	8	19	7
888-89	15	4	14	33	_	_	' <del>-</del>	_	4	19	4	14	3
889-90	16	7	13	36	_	_	_	_	10	26	7	13	4
890-91	36	13	39	88		_	_	_	1	37	13	39	,
891-92	188	17	36	219	_	i –	. –	-	8	169	17	36	22
892-93	13	7	24	44	_	_	-	_	3	16	7	24	4
893-94	39	8	27	74		i –	_	_	23	62	8	27	9
894-95	106	7	23	136	-	-	_	-	_	106	7	23	13
895-96	9	8	26	43	_	–	_	-	14	23	8	26	5
1896-97	38	9	10	57	_	-	_	_	-	38	9	10	5
897-98	125	13	32	170		! –	. –	-	<b>-</b> '	<b>12</b> 5	13	32	17
898 99	11	13	32	56	-	<u> </u>	-	_	7	18	13	32	6
00- 4 <b>98</b> .	64	15	20	99	-	-	_	-	19	83	15	20	11
1900-01	101	16	28	145		<u> </u>			1	102	16	28	14
Total	967	169	<b>3</b> 85	1,521	_	_	_	-	133	1,100	169	385	1,65
						(	c.) Tot	al.					
884-85	180	143	139	462	18	_	_	18	62	260	143	139	54
885-86	322	150	183	655	29	_	-	29	200	561	150	183	88
886-87	312	155	207	674	165	-	-	165	28	505	155	207	86
887 <b>-88</b>	292	151	178	621	20	-	_	20	28	340	151	178	66
888-89	171	128	129	. 428	39	-	-	39	25	235	128	129	49
889-90	231	102	154	487	1	-	-	1	36	268	102	154	53
890-91	225	117	189	531	9	-	-	9	15	249	117	189	56
891-92	335	129	222	686	33	<u> </u>	-	33	93	461	129	222	81
892-93	219	92	143	454	42	-	-	42	48	309	92	143	
893-94	252	105	150	507	17	-	-	17	58	327	105	150	58
894-95	258	96	138	492	4.3	-	-	43	32	383 <sub>.</sub>	96	138	58
895-96	154	66	130	350	9	-	-	9	48	211	68	130	40
<del>898</del> -97	91	51	60	202	13	-	-	13	19	123	51	60	23
897-98	294	56	8กิ	455	5	-	-	5	5	304	56	85	44
848-99	171	51	87	309	16	-	-	16	41	228	51	87	36
1899-00	284	49	68	401	150	-	-	150	190	624	49	68	74
1900-01	223	56	94	373	21	!		21	14	258	56	94	40
	4,014	1,697	2,356	8,067	<b>63</b> 0	1		630	942	5,586	1,097	2,356	9,63

XI.—Summary.—Statement showing the number of Deaths of Seamen from all causes at Sea and in Rivers and Harbours in Vessels belonging to the United Kingdom and British Possessions Abroad.

	Deaths i	ered und	ng Trading er the Mer ng Acts.	y Vessels chant	Dec	of, or asual- tes to, the cessels.  Disease, Acci- the essels.  Total.  Boats and Craft.  Of, or Casual- ties to, the Vessels.  Of, or Casual- ties to, the Vessels.							
Years.	By Wrecks of, or Casual- ties to, the Vessels,	By other Acci- dents.	By Disease, &c.	Total.	Wrecks of, or Casual- ties to,	other Acci-	Disease,	Total.	of, or Casualties to, other Boats and	Wrecks of, or Casual- ties to, the	other Acci-	Disease,	
				(8	ı.) Liv	es Lo	st in S	Sailing	Vesse.	ls.			
1884-85	706	549	510	1,765	179	113	12	304	86	970	662	522	2,15
1885-86	959	486	606	2,051	153	98	15	266	208	1,320	584	621	2,525
1886-87 1887-88	894 911	5 <b>36</b> 534	650 535	2,070 1,980	326 182	104 208	15 12	445 402	99 59	1,319 1,152	630 742	665 547	2,614 2,441
1888-89	686	591	520	1,797	246	173	20	439	60	992	764	540	2,290
1889-90	661	506	558	1,724	145	122	17	284	77	883	627	575	2,085
1890-91 1891-92	994 919	473 468	502	1,969 2,028	109 219	85 99	15 12	209 330	60 146	1,1 <b>63</b> 1,284	558 567	517 653	2,238 2,504
1892-93	747	400	641 511	1,658	119	78	18	215	95	961	478	529	1,968
1893-94	826	454	497	1,777	248	83	23	354	92	1,166	537	520	3,233
1894-95	746	411	599	1,756	320	77	16	413	77	1,143	488	615	2,24r
1895-96 1896-97	782 466	381 309	514 335	1,677 1,110	173 89	67 77	19	259 179	97 58	1,052 613	448 386	533 348	2,033
1897-98	424	274	348	1,048	120	64	10	194	39	583	338	358	1,279
1898-99	590	233	326	1,149	95	61	15	171	79	764	294	341	1,399
1899-00 1900-01	527 596	225 245	304 281	1,056 1,122	220 101	37 35	14	271 144	229 41	976 738	262 280	318	1,556 1,307
Total	12,434	7,084	8,237	27,735	3,044	1,581	254	4,879	1,601	17,079	8,645	8,491	34,215
			l	(1	b.) Liv	res Lo	st in a	Steam	Vessel	8.		<u>i</u>	
1884-85	668	295	503	1,466	_	1	1	2	1	669	296	504	1,469
1885-86	228	317	643	1,186	5	1	-	6	40	271	318	643	1.232
1886-87	767	322	653	1,742	-	4	2	6	8	775	326	655	1,756
1887-88	555	389	661	1,605	1	4	2	7	12	568	393	663	1,624
1888-89	447	378	653	1,478	29	5	-	34	8	484	383	653	1,530
1889-90	184	467	647	1,598	14	3	-	16	28	526	469	647	1,642
1890-91	439	433	729	1,601	4	6	1	11	2	445	439	730	1,614
1891-92	520	471	987	1,978	14	4	-	18	5	539	475	987	2,001
1892-93	442	341	691	1,474	11	7	3	21	11	464	348	894	1.506
1893-94	646	453	774	1,873	51	13	7	71	26	723	466	781	1,970
1894-95	489	449	756	1,674	96	19	6	121	1	566	<b>46</b> 8	762	1,798
1895-96	5246	427	787	1,740	15	26	4	45	16	557	453	791	1,801
189 <del>6-9</del> 7	534	474	727	1,725	17	33	6	56	ı	542	507	733	1.782
1897-98	359	432	791	1,582	34	22	3	58	3	395	454	793	1,842
1 <b>8</b> 08- <b>99</b>	662	480	<b>87</b> 5	2.017	27	42	14	83	10	699	522	889	2,110
1899-00	526	491	1,063	2,080	175	43	15	233	30	731	584	1,078	2,343
1900-01	471	481	1,080	2,032	25	34	19	78	3	499	515	1,099	2,113
Total	8,731	7,100	13,020	28,851	518	268	82	866	204	9,453	7,366	13,102	29,921
						(0	3.) Tot	al.				•	
1884-85	1,374	841	1,013	3,231	179	114	13	306	86	1,639	958	1,026	3,623
1885-86	1,185	803	1,249	3,237	158	99	15	272	248	1,591	902	1,264	<b>3,7</b> 57
1886-87	1,861	848	1,303	3,812	328	108	17	451	107	2,094	956	1,320	4,370
1887-88	1.486	923	1,196	3,585	183	212	14	409	71	1,720	1,135	1,210	4,066
1888-89	1,183	969	1,173	3,275	275	178	20	473	68	1,476	1,147	1,193	3,816
188990	1,145	972	1,205	3,322	150	124	17	300	106	1,409	1,096	1,232	3,727
1890-91	1,433	908	1,231	3,570	113	91	16	220	62	1,608	997	1,247	3,852
1891-92	1,439	939	1,628	4,006	258	103	12	348	151	1,823	1,042	1,640	4,505
1892-93	1,189	741	1,202	3,132	130	85	21	236	106	1,425	826	1,223	3,474
1893-94	1,472	907	1,271	3,650	299	96	30	425	118	1,889	1,003	1,301	4,193
1894-95	1,215	860	1,355	3,430	416	96	22	534	78	1,709	956	1,377	4,042
1895-98	1,308	808	1,301	3,417	188	93	23	304	เเร	1.609	901	1,324	3,834
1896-97	990	783 -	1,062	2,835	106	110	19	235	63	1,156	893	1.081	3,129
1897-98	783	706	1,139	2,628	154	86	12	252	77	978	792	1,151	2,921
1898-99	1,252	713	1,201	3,166	122	103	29	254	89	1,463	816	1,230	3,509
1899-00	1,053	716	1,367	3,136 ··	- <b>39</b> 5	80	29	501	259	1,707	796	1,396	3,899
1900-01	1,087	728	1,361	3,154	126	69	27	222	44	1,237	795	1,388	3,420
Total	21,165	14,164	21,257	56,586	3,562	1,847	336	5,745	1,805	26,532	16,011	21,593	64,136

### Ratings and Nationalities.

The following Tables show the Ratings and Nationalities of the persons who lost their lives in Sea-going Vessels registered in the United Kingdom:—

XII.—Statement showing the Ratings and Nationalities of Seamen reported during 1900-1901 as Lost at Sea, or in Rivers and Harbours, by Wrecks of, or Casualties to, Sea-going Vessels registered in the United Kingdom, exclusive of those Lost in Yachts and Fishing Vessels (see second column of Table VII.).

										NATI	ĮΟΝ.	ALITI	ES.						
Ratings		Uı	ino	Kingd cluding of Ma		not	ritish, otherwi efined.	<b>se</b>	Pos	ritish session broad.	8		oreign untrie		Ur	known.		Total.	
		Sa ii V	In ail- ng 'es- els.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	In Sail ing Ves sels	Ves-	Total.
fasters			32	17	49	_	_	_	_	2	2	2	2	4	_		_ 34	21	5
lates			45	29	74	_	_	_	2	3	5	2	2	4	_	- -	- 49	34	8
Boatswains, &c.			5	4	9	_	·   —	_	1	_	1	4	1	5	_	-	_ 10	5	1
Carpenters, &c.		. ;	4	4	8	_	1	1	1	_	1	10	8	18	_	-  -	_ 16	8	2
Sailmakers			2	_	2	_		_	_	<b>—</b> ,	-	5	_	5	_	_	_   7	·	1
Quartermasters			_	1	1	_	i –	_	_	_		_	. 1	1	_		-   -	. 2	
Lamp Trimmers		••	_ 1	1	1	-	_	_	_		.—	_	1	· 1	_		- -	- 2	i
Other Petty Offic	ers .	••	_	_	—	-	-	_	-	. —	<u>.                                    </u>	_	_	_	_		-   -	-   -	!-
Able Seamen			82	50	132	1	—	1	14	7	21	133	27	160	_		_ 230	84	3
Ordinary Seamen			21	1	22		-	-	6	_	6	12	2	14	–	-!	- 3	3	٠.
Sailors undefined			1	2	3	-	-	_	_	_	-	_	_	-	_	_ !-	-  :	ı . 2	
Apprentices		••	46		46	-	-	_	-	· —	!	_	_	_	-		_   4	3   —	
Boys			3	1	. 4	1	1	2	1	_	, <b>1</b>	3	_	3	-		-] :	3 2	:
Engineers			_	35	35	-	-	-	-	, 1	1	-	1	1	_	-;	-  -	- 37	
Firemen or "Fir Trimmers"	emen aı	ıd '	-	33	33	-	1	1	-	2	2	-	25	25	-		-  -	- 61	. '
Trimmers	•••	•••		_	-	-	! -	_	-	! -	-	-	1	1	-	-	-1-	-   1	. 1
Donkeymen	•••		_	2	2	-	-	-	-	_	-	1	4	5	-	_	-	1 6	;
Oilmen and Grea	sers	•••	_	2	2	-	¦	-	-	-	,—	-	. –	_	-	- }	-  -	- 2	; ;
Other Persons in Department.	Enginee	r's	-		-	-	-	-	-	j	_	-	· —	-	-	-	-  -	-  -	•
Surgeons	•••	•••	_	· <u> </u>	-	·  –	-	-		-	-	-	i -	-	-		-  -	-   -	•
Pursers, &c	•••	•••	_	2	2	-	-	-	-	-	-	-	<u> </u>	-	-	-	-  -	- 2	2
Cooks, Stewards,	&c.	··· :	20	20	40	-	. ! 1	1	8	1	4	9	, 9	18	1	-	1 3	31	i
Stewardesses, &c		··· '	1	_	1	-	·  -	-	-	-	_	-	1	1	-	-	-	1   1	l
Cattlemen, &c.	•••	•••	_	1	1	-	-	-	-	-	-	-	i -	-	-	-	- -	- 1	١,
Other Persons	•••	•••	_	_	-	·  -		-	-	_		-	-	-	-	- i	-  -	-  -	-
Not stated	•••	•••	_		-	-   -	·  —	-	-	-	-	-	19	19	-	21	21 -	- 40	)
Lascars	•••	•••	_	. —	-	-	-	-	-	_	-	-	-	-	-	-	-  -	- 25	5
Total	•••	•	262	905	467	, 2	4	6	28	16	44	181	99	280	1	21	22 47	4 370	-,-

XIII.—STATEMENT showing the Ratings and Nationalities of Seamen reported during 1900-1901 as Lost at Sea, or in Rivers and Harbours, by Accidents other than Wreck or Casualty, in Sea-going Vessels registered in the United Kingdom, exclusive of those Lost in Yachts and Fishing Vessels (see third column of Table VII.).

										NAT	IOI	TALIT	TIES.		•					
1	latings.	•	ir	ed King soluding e of Ma	gr i	not	ritish, otherwi	ise	Po	British ssession broad.	18	C	Foreign Jountrie	l 8.	Uz	ıknown			Total.	
			In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels,	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.
Masters	•••	•••	10	7	17	1	_	1	1		1	_	_	_	_	_	_	12	7	1
Kates	, ,•••	•••	29	26	55	_	2	2	_	_	_	_	_	_	_	_	_	29	28	5
Boatswains	, &o	•••	1	14	15	_	_	_	_	_		1	4	5	_	_	· —	2	18	2
Carpenters,	&o	•••	1	4	5	_	_	_	_	_		2	6	8	_	_	_	8	10	1
ailmakers		•••	2	_	2	_	-	_	_	_		_	_	_	_	_	_	2	_	
)uarterma	iters	•••	_	1	1	_	_	-	_	_	-	_	1	1	_	_	_	-	2	
amp Trim	mers	•••	_	1	1	-	_	_	_	_	_	_	_	_	_	_	_	_	1	
ther Petty	Officers	•••	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_	_	_	_
Able Seame	m	•••	39	73	112	1	4	5	6	8	14	47	52	99	_	_	_	93	137	28
ordinary S	eamen	•••	15	4	19	_	_	_	2	_	2	9	3	12	_	_	_	26	7	8
ailors und	efined	•••	1	7	8	_	_	_	_	_	-	1	-	1	_	_	_	2	7	
pprentice	s	•••	18	7	25		-	_	1	1	2	_	_	_	_	_	_	19	8	2
Воув		•••	5	2	7	_	_	_	-	_	-	2	-	2	_	_	_	7	2	
Ingineers		•••	-	<b>3</b> 0	30	_	1	1	_	_	-	_	_	_	_	_	_	_	31	а
iremen or Trimmen	" Firemen	and	_	65	65	<b>—</b>	2	2	_	3	3	_	17	17	-	_		-	87	8
rimmers		•••	-	8	8	_	-	-	_	1	1	-	-	_	_	-	_	_	9	
onkeymen	ı	•••	_	4	4	-	_	_	_	_	_	1	8	9	_		_	1	12	1
ilmen and	Greasers	•••	_	3	3	_	-	-	_	1	1	_	_	_	_	-	_	_	4	
ther Perso Departme	ns in Hngin ent.	leer's	-	1	1	-	-	-	_	_	-	-	1	1	-	-	-	-	2	
urgeons		•••	-	-	-	_	_	-	_	_	-	-	_	_	_	_	-	-	_	-
Pursers, &c		•••	_	-	-	_	_	-	-	_	-	_		_	-	_	_		_	-
looks, Stev	rards, &c.	•••	7	22	29	_	_	$\left  - \right $	-	3	3	1	5	6	-	-	-	8	30	3
towardess	es, &co	•••	_	1	1	_	_	$\left  - \right $	_	_	-	_	-	_	-	_	-	_	1	
attlemen,	&co	•••	-	3	3	_	_	-	-	1	1	_	_	_	-	-	_	-	4	
ther Perso	ons	•••	-	1	1	_	_	-	-	_	-	1	_	1	-	-	-	1	1	
Not stated	•••	•••	-	_	-	_	_	-		_	-	-	_	-	-	-	-	_	-	-
ASCATS	•••	•••	_	_	_	_	_	_	_		_	_	_	_	_	_	-	_	57	5
Тотл	\L	•••	128	284	412	2	9	11	10	18	28	65	97	162	_	_	_	205	465	67

### Ratings and Nationalities.

The following Tables show the Ratings and Nationalities of the persons who lost their lives in Sea-going Vessels registered in the United Kingdom:—

XII.—Statement showing the Ratings and Nationalities of Seamen reported during 1900-1901 as Lost at Sea, or in Rivers and Harbours, by WRECKS OF, OR CASUALTIES To, Sea-going Vessels registered in the United Kingdom, exclusive of those Lost in Yachts and Fishing Vessels (see second column of Table VII.).

										NAT	ION	ALIT	ies.						
Ratin	gs.		in	d King cluding e of Ma	5	not (	ritish, otherw efined.		Po	British seesion broad.	18		oreign ountries		Un	iknown.		Total.	
			In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam s Ves- sels.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.
Masters			32	17	49	_	_	_	_	2	2	2	2	4	_		34	21	5
Mates			45	29	74	_	l _	_	2	3	5	2	2	4	_		49	34	8:
Boatswains, &c.			5	4	9		. –	_	1	_	1	4	1	5	_	- -	10	5	. 1
Carpenters, &c.			4	4	8	_	1	1	1	_	; 1	10	3	13	-		15	8	; 2
Sailmakers			2	_	2	-	_	_	-	_	.—	5	_	5	-	- :-	7	-	
Quartermastere			_	1	1	-	_	_	-	_		-	1	1	-		-	2	
Lamp Trimme	rs		-	1	1	-	I —	_	-	· –	.—	-	<b>.</b> 3	. 1	-		-	. 2	
Other Petty O	fficers	•••	_	_	—		. –	-	-	_	_	_	-	_	-	- '	-	-	_
Able Seamen	•••	•••	82	50	132	1	· –	1	14	. 7	21	133	27	160	-	- -	230	84	31
Ordinary Seam	en	•••	21	1	22	-	<u> </u>	<del> </del>	6		. 6	12	2	14	-		39	3	4
Sailors undefin	ed		1	2	3	-	¦ –	_	-		_	-	_	_	-		1	2	
Apprentices	•••	•••	46	_	46	-	· —	<del>-</del>	-	_	_	-	_	_	-		46	-	
Boys		•••	3	1	4	1	1	2	1	_	1	3	_	8	-		8	2	
Engineers	•••	•••	_	35	35	-	-	_	-	. 1	1	-	1	; 1	-		-	37	. :
Firemen or "1 Trimmers"	Firemer	and	_	33	33	-	1	1	-	. 2	2	-	25	25	-		-	61	(
Trimmers	•••	•••	_	_	j –	-	i -	-	-	_	_	-	1	j 1	-		-	1	'
Donkeymen		•••	_	2	2	-	; -	-	-	_	_	1	4	5	-		1	6	•
Oilmen and G	reasers	•••	. –	2	2	-	-	-	-	: <del>-</del>		-	_		-	-  -	-	2	
Other Persons Department		neer's	· —	_	i -	-	-		-	. –	·	-	-	<u> </u>	-		-	; <u> </u>	
Surgeons	•••	•••	. –		-	-	-	·	-	-	·	-	-	-	-	-  -	-	-	١.
Pursers, &c	•••	•••	. –	- , 2	2	-	-	-	-	-	·	-	i —	1 -	-		-	2	i
Cooks, Stewar	ds, &c.	•••	. 20	20	40	-	1	.   1	3	1		9	9	18	1	- 1	33	31	
Stewardesses,		••	. 1	_	1	-	-	-	-	-	;	-	1	1	-		1	1	
Cattlemen, &c		••		- 1	1	-	·   -	-  -	-	_		-	. —	-	-		-	1	
Other Persons		••	. –	-	.!	-	-	-	-	-	-	-	-	· —	-		-	-	
Not stated	•••	••	. –		-	-	-   -	-	-	-	-	-	19	19	-	21  21	-	40	1
Lascars	• ••	••	. –	- ı <del>-</del>	-	-	_	-	-	-	-  -	-	-	-	-	- -	-	25	
Total			. 262	205	467	, 2	-,	6	28	16	_¦_ 3 ,44	181	99	280	1	21 :22	474	870	

XIII.—Statement showing the Ratings and Nationalities of Seamen reported during 1900-1901 as Lost at Sea, or in Rivers and Harbours, by Accidents other than Wreck or Casualty, in Sea-going Vessels registered in the United Kingdom, exclusive of those Lost in Yachts and Fishing Vessels (see third column of Table VII.).

											NAT	ION	ALIT	TES.							
16	latings.			in	od King scluding of Ma	r i	not	ritish, otherwi lefined.	ise	Po	British session broad.	18	d	Foreign countrie	ì 6,	Ur	known			Total.	
				In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels,	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.
Masters	•••	•••	•••	10	7	17	1	_	1	1	_	1	_	_	_	_	_	_	12	7	,
Lates	,	•••	•••	29	26	55	_	2	2		_	! 	_	_		_	_		29	28	,
oatswains	, &c.	•••	•••	1	14	15	-	_	-		_	_	1	4	5	-	_	_	2	18	:
arpenters,	&c.	•••	•••	1	4	5	_	_	-	_	_	_	2	6	8	-	_	-	8	10	
ailmakers	•••	•••	•••	2	_	2		-	-	-	_	-	-	-	_	_	_	_	2	_	
uartermas	ters	•••	•••	-	1	1	_	_		_	_	-	-	1	1	_	-	-	-	2	
amp Trim	mers	•••	•••	_	1	1	-	_	-	_	_	_	-	_	-	-	-	-	_	1	
ther Petty	Officer	18	•••	_	-	-	-	-	-		_	-	-	_	-	-	-	-	-	_	
ble Seame	n.	•••	•••	39	73	112	1	4	5	6	8	14	47	52	99	-	_	_	93	187	2
rdinary S	amen	•••	•••	15	4	19	-	-	-	2	_	2	9	3	12	-		_	26	7	
ailors und	efined	•••	•••	1	7	8	-	_	-	_	-	_	1	-	1	-		-	2	7	
pprentice		•••	•••	18	7	25	-	-	-	1	1	2	-	-	_	_	_	-	19	8	
оув	•••	•••	•••	5	2	7	-	_	-	_	_	-	2	-	2	-	_	-	7	2	
ngineers	•••	•••	•••	_	80	30	-	1	1	-	_	-	-	-	-	-	_	-	_	31	
iremen or Trimmer	"Fire	men	and	_	65	65	_	2	2	-	3	3	-	17	17	_	_	-	-	87	
rimmers	•••	•••	•••	_	8	8	_	_	_	_	1	1	_	_	_	_	_	_	_	9	
onkeymen		•••	•••	_	4	4	_	-	_	_	_	-	1	8	9	_	-	_	1	12	
ilmen and	Grease	ns	•••	_	3	3	-	-		-	1	1	_	_	_	_	_	_	-	4	
ther Perso Departme	ns in R	ngin	eer's	-	1	1	-	_	-	-	_	-	-	1	1	<b>-</b>	_	-	-	2	
urgeons	•••	•••	•••	_	-	_	_	-	-	_	_	-	_	-	-	-	_	_	–	_	
ursers, &c	••••	•••	•••	_	-	-	-	-	-	-	-	-	-		_	-	_	-	-	-	
ooks, Stev	rards, &	zo.	•••	7	22	29	-	-	-	-	3	3	1	5	6	-	-	_	8	80	
tewardess	s, &c.	•••	•••	_	1	1	_	-	-	-	-	-		-	-	-	-	-	-	1	
attlemen,	ko.	•••	•••	-	8	3	-	-	-	-	1	1	-	-	-	-	-	-	-	4	
ther Perso	ns	•••	•••	-	1	1	-	-	-	-	_	-	1	-	1	-	-	-	1	1	
ot stated	•••	•••	•••	-	-	-	-	-	-	-	-	-	-	_	_	-	_	-	-	-	
ASCATS	•••	•••	•••	-	-	-	-	-	-	-	-	-	-	_	-	-	-	-	-	57	Ì
Тотл	<b>L</b> L	•••	•••	128	284	412	2	9	11	10	18	28	65	97	162	_	_	-  -	205	465	6

XIV.—STATEMENT showing the Ratings and Nationalities of Seamen reported during 1900-1901 as Lost at Sea, or in Rivers and Harbours, by Disease, &c., in Seagoing Vessels registered in the United Kingdom, exclusive of those Lost in Yachts and Fishing Vessels (see fourth column of Table VII.).

Ratings.  Ratings.  Raters  Rates  Rates  Rates  Rates  Rates  Rater  R									NATI	ON	ALITI	ES.							
Soatewains, &c  Carpenters, &c  Carpenters, &c  Carpenters, &c  Carpenters, &c  Carpenters, &c  Carpenters, &c  Carpenters, &c  Carpenters, &c  Carpenters, &c  Cooks, Stewards, &c.  Cattlemen  Cother Persons  Cother Persons  Cother Persons  Cooks, Stewards, &c.  Cattlemen  Cother Persons  Cother Persons  Cother Persons  Cother Persons  Cother Persons  Cother Persons  Cother Persons  Cother Persons  Cother Persons		in	d Kinge cluding of Ma	•	not	ritish, otherwi efined.	56	Por	British session broad.		F Co	oreign untries		Un	known			Total.	
Soatewains, &c  Carpenters, &c  Carpenters, &c  Carpenters, &c  Carpenters, &c  Carpenters, &c  Carpenters, &c  Carpenters, &c  Carpenters, &c  Carpenters, &c  Cooks, Stewards, &c.  Cattlemen  Cother Persons  Cother Persons  Cother Persons  Cooks, Stewards, &c.  Cattlemen  Cother Persons  Cother Persons  Cother Persons  Cother Persons  Cother Persons  Cother Persons  Cother Persons  Cother Persons  Cother Persons		In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total.	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total
Soatewains, &c Sarpenters, &c Sailmakers Suartermasters Suartermasters Suartermasters Suartermasters Suartermasters Stall Petty Officers Able Seamen Stallors undefined Apprentices Sailors undefined Sprentices Singineers Siremen or "Firemen Trimmers." Strimmers	•••	35	31	66	3	4	7	1	1	2	_	4	4	_	_	_	39	40	
arpenters, &c ailmakers uartermasters ther Petty Officers ble Seamen dilors undefined pprentices diremen or "Firemen Trimmers." Frimmers blimen and Greasers blar Persons in Engir Department. dursers, &c cooks, Stewards, &c. dettlemen cattlemen	•••	8	41	49	_	1	1	3	8	6	_	4	4	-	_	_	11	49	
allmakers uartermasters amp Trimmers ther Petty Officers ble Seamen allors undefined pprentices oys iremen or "Firemen Trimmers." rimmers conkeymen illmen and Greasers ther Persons in Engir Department. urgeons ursers, &c ooks, Stewards, &c. tewardesses, &c attlemen ther Persons	•••	4	13	17	_	_	-	_	1	1	_	6	6	_	_	_	4	20	l
amp Trimmers ther Petty Officers ble Seamen rdinary Seamen ailors undefined pprentices oys ingineers riremen or "Firemen Trimmers." rimmers conkeymen conkeymen cooks, Stewards, &c. tewardesses, &c. stetlemen cother Persons cooks, Stewards, &c.		1	4	ō	1	1	2	_	_		5	5	10	_	_	_	7	10	
ther Petty Officers ble Seamen rdinary Seamen allors undefined pprentices oys iremen or "Firemen Trimmers." rimmers donkeymen illmen and Greasers ther Persons in Engin Department. urgeons ursers, &c ooks, Stewards, &c. tewardesses, &c attlemen ther Persons		2	1	3	-		_	1	_	1	6	_	6	-	_	<u> -</u>	9	1	
ther Petty Officers ble Seamen rdinary Seamen allors undefined pprentices oys ingineers iremen or "Firemen Trimmers." rimmers ilmen and Greasers ther Persons in Engir Department. urgeons ursers, &c ooks, Stewards, &c. tewardesses, &c attlemen ther Persons		_	5	5	_	_	-	_	_	-	_	3	3	-	_	-	_	8	
ble Seamen rdinary Seamen rdinary Seamen plant undefined pprentices ngineers riremen or "Firemen Trimmers." rimmers conkeymen ilmen and Greasers ther Persons in Engir Department. nrgeons ursers, &c cooks, Stewards, &c. tewardesses, &c attlemen ther Persons		_	1	1	_	_	_	_	_	_	_	2	2	-	-	-	_	3	
rdinary Seamen  ailors undefined  pprentices  oys  ingineers  iremen or "Firemen Trimmers."  rimmers  onkeymen  ilmen and Greasers  ther Persons in Engir Department.  nargeons  ooks, Stewards, &o.  tewardesses, &o  attlemen  ther Persons	·	_	1	1	_	_	_	-	_	-	_	_	-	_	-	_	_	1	
pprentices  oys  ngineers  iremen or "Firemen Trimmers."  rimmers  onkeymen  ilmen and Greasers  ther Persons in Engir Department.  nrgeons  ooks, Stewards, &c  tewardesses, &c  attlemen		38	95	133	2	5	7	10	12	22	43	54	97	_	_	_	93	166	
pprentices  pys  remen or "Firemen Trimmers."  rimmers  ponkeymen  limen and Greasers  ther Persons in Engir  Department.  argeons  pooks, Stewards, &c  sewardesses, &c  ther Persons  ther Persons		4	4	8	<b> </b>	_	-	2	1	3	4	8	7	. —		_	10	8	l
oys  ngineers  iremen or "Firemen Trimmers."  rimmers  onkeymen  ilmen and Greasers  ther Persons in Engir Department.  argeons  ooks, Stewards, &c.  sewardesses, &c  attlemen  ther Persons		-	2	2	1	_	1	_	_	_	2	5	7	_	_	-	3	7	
iremen or "Firemen Trimmers."  rimmers		8	2	5	_	_	_	1	_	1	_	_	_	_	_	_	4	2	
rimmers." rimmers		_	1	1	_	_	_	1	_	1	-	1	1	_	-	_	1	2	
Trimmers."  rimmers  onkeymen  ilmen and Greasers  ther Persons in Engir Department.  argeons  ooks, Stewards, &o.  tewardesses, &o  attlemen  ther Persons		_	67	67	_	2	2	_	1	1	_	1	1	_	_	_	_	71	
onkeymen ilmen and Greasers ther Persons in Engir Department. argeons ursers, &c coks, Stewards, &c. tewardesses, &c attlemen ther Persons	men and	-	81	81	-	1	1	-	11	11	-	49	19	-	-	-	-	142	
ther Persons in Engin Department.  argeons  argeons  books, Stewards, &c.  cewardesses, &c  attlemen  ther Persons		_	18	18	_	1	1	_	8	8	_	6	6	_	_	_	_	28	
ther Persons in Engin Department.  argeons  ursers, &c  coks, Stewards, &c.  tewardesses, &c  attlemen  ther Persons		-	9	B	_	-	_	_	_	_	_	3	8	_	_	-	_	12	l
Department.  nrgeons  ursers, &c  cooks, Stewards, &c  tewardesses, &c  attlemen  ther Persons	ers	_	5	5	_	-	_	_	_	_		-	-	_	_	-	_	5	
ooks, Stewards, &c  tewardesses, &c  attlemen  ther Persons	ngineer's	-	5	5	_	1	1	-	_	-	_	1	1	-	-	-	-	7	
cooks, Stewards, &c  cewardesses, &c  attlemen  ther Persons		-	8	8	-	-	-	-	1	1	-	-	-	-	-	-	-	9	
ther Persons		1	7	. 8	-	-	-	-	-	-		-	-	-	-	-	1	7	
attlemen ther Persons		12	86	98	1	4	5	2	2	4	12	14	26	_	-	-	27	106	
ther Persons		-	1	1	-	-	-	-	-	-	-	-	-	-	<u>-</u>	-	_	1	
		-	7	7	-	1	1	-	8	3	-	13	13	-	·-		-	24	
ot stated		2	8	10	-	-	1-	-	-	-	-	1	1	-	-	:::	2	9	
	•••	8	2	5	-	-	-	-	-	-	1	-	1	-	-	-	4	2	
ascars	•••	-	_	-	-	-	-	-	-	-	-	-	-	-	-	=	- <sup>-</sup>	312	
Total	•••	113	505	618	8	21	29	21	39	60	78	175	248		- <u>-</u>		215	1,052	1,

XV. Summary.—Statement showing the Ratings and Nationalities of Seamen reported during 1900-1901 as Lost at Sea, or in Rivers and Harbours, from All Causes in Seagoing Vessels registered in the United Kingdom, exclusive of those Lost in Yachts and Fishing Vessels (see fifth column of Table VII.).

									NAT	ION	ALIT	IES.							-
Ratings.		iı	ed King noludin le of Ma	g	not	British, not otherwise defined.		Por	British session broad.	18		oreign ountries		Unknown.			Total .		
		In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.		Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total
Masters	•••	77	55	132	4	4	8	2	3	5	2	6	8	_	-	_	85	68	. 153
Mates	•••	32	96	178	-	8	8	5	6	11	2	6	8	_	_	-	. 89	111	200
Boatswains, &c	•••	10	31	41	_	-	-	1	1	2	õ	11	16	-	_	-	16	43	59
Carpenters, &c	•••	6	12	18	1	2	3	1	_	1	17	14	81	_	_	-	25	28	53
Sailmakers	•••	6	1	7	-	_		1	_	1	11	-	11	_	-		18	1	19
Quartermasters	•••	_	7	7	_	-	-	-	_	-	-	5	5	-	_	-	-	12	12
Lamp Trimmers	•••		3	3	-	-	-	-	_	-		3	3	-		-	-	6	6
Other Petty Officers	•••	-	1	1	-	-	-	_	_	-	_	_	-	_	-	-	-	1	1
Able Seamen		159	218	377	4	9	13	30	27	57	223	133	356	_	_	_	416	387	803
Ordinary Seamen		40	9	49	_	-	$\dot{-}$	10	1	11	25	8	33	_	_	-	75	18	93
Sailors undefined		2	11	13	1	-	1	-		-	3	5	. 8	-	_	-	6	16	22
Apprentices		67	9	76	-	_	-	2	1	3	-	-	_	-		-	69	10	79
Boys		8	4	12	1	1	2	2	_	2	5	1	6	_	_	-	16	6	22
Engineers		_	132	132	_	8	3	-	2	2	_	2	2	-	_	-	-	139	139
Firemen or "Firemen a Trimmers."	nd	-	179	179	-	4	4	-	16	16	-	91	91	-	-	-	-	290	290
Trimmers		_	26	26	_	1	1	-	4	4	-	7	7	-	_		-	38	38
Donkeymen		-	15	15	-	-	-	-	_	-	2	15	17	-	_	-	2	30	3 <b>2</b>
Oilmen and Greasers	.	-	10	10	-	-	-	_	1	1	-	_	_	-	_	-	-	11	11
Other Persons in gineer's Department	dn-	-	6	6	-	1	1	-	-	_	-	2	2			-		9	9
Surgeons		-	8	8	-	_	_	_	1	1	-	_	_	-	_	_	_	9	9
Pursers, &c		1	9	10	-	-	-	-	_	-	-	_	_	-	_	-	1	9	10
Cooks, Stewards, &c.	•	39	.128	167	1	5	6	5	6	11	22	28	50	1	_	1	<b>6</b> 8	167	235
Stewardesses, &c.	•••	1	2	3	-	-	-	_	-	-	-	1	1	-	_	$\left  - \right $	1	3	4
Cattlemen	•••	_	11	11	-	1	1	-	4	4	-	13	13	_	_	-	_	29	29
Other Persons		2	9	11	-	-	-	-	-	-	1	1	2	-	-	-	3	10	13
Not Stated	•••	3	2	5	-	-	-	-	-	-	1	19	20	-	21	21	4	42	46
Lascars	•••	_		_		_	_	L	_		_	_	_			-		394	394
Total	•••	503	994	1,497	12	34	46	59	73	132	319	371	690	1	21	22	894	1,887	2,781

### Lives Saved from Shipwreck.

To assist in realising the risk to human life by shipwreck, it may be useful to take into account the lives saved, as well as the lives lost.

The total number of seamen and passengers saved from wrecks of British vessels everywhere, and of Foreign vessels on or near the coasts of British territory, during the year 1900–1901 was 7,394, of whom 2,268 were saved on or near the coasts of the United Kingdom, 3,250 on or near the coasts of British Possessions Abroad, 1,406 from British vessels on or near the coasts of Foreign countries, and 470 on the high seas.

Of the 2,268 lives saved on the coasts of the United Kingdom, i.e., within a line drawn round the coasts about ten miles from the most prominent headlands as shown on the first chart in this return, 282 were saved by the rocket apparatus and assistance from the shore, 347 were saved by lifeboats, 257 were saved by coast-guard boats and other craft, 575 were saved by passing ships, and 727 were saved by the ships' own boats,

Of the 5,126 lives saved from wrecks abroad, 82 were saved by rocket apparatus and ropes from shore, and 114 by lifeboats, but the majority were saved by the ships' own boats (3,526), and by passing ships (623).

### Rates of Loss amongst Vessels and their Crews.

The tables in the Wreck Abstract provide some of the materials for an investigation of the extent to which the various classes of vessels comprising the British Mercantile Marine, and their crews, are affected by the losses reported in each year. The statements which follow show the results of such an investigation for each of the seventeen years ended June 1901, as regards sea casualties to merchant vessels registered in the United Kingdom.

The figures relating to losses in each year ending June 30th are compared with the figures relating to employment in the calendar year ended in the previous December, with the exception that for the calendar year 1884 the figures relating to employment are not available in the form required, and the losses for the statistical year 1884–85 are therefore compared with the employment in the year ended in the following December.

Fishing vessels and their crews, and Lascars, are entirely excluded from the figures in the following tables, and yachts and their crews are entirely excluded from the figures for the last fourteen years, though in the earlier years some were included. Casualties and loss of life in rivers and harbours are also excluded.

Percentages of Sea Casualties amongst employed Vessels registered in the United Kingdom.

XVI.—Statement showing the Number and Tonnage of Merchant Vessels registered in the United Kingdom which were reported during each of the Seventeen Statistical Years ended June 1901 to have met with Sea Casualties, compared with the Number and Tonnage of Merchant Vessels registered in the United Kingdom which were employed during each of the Seventeen Calendar Years ended December 1900, and remained on the Register at the end of each Year.

	1	Decen	1001	1300	, ап	<u>u 10</u>	l	ueu or	Luite	Tucg					acn	1 681.		·
	Vesse	s which mployed		Total L	08968.		8	lerious Ca	sualtic	38.		Minor Ca	sualtie	٠.		Tota	ıl.	
	duri	ng, and led on the			Ī				D								Perce	ntage
Years.	Regist	er at the of, the			Los				Dama	ntage ged to			Dams	ntage ged to			Lost Dama	and
1 0013.	Calen	dar Year.	Ves- sels.	Ton- nage.	Emp	loyed.	Ves- sels.	Ton- nage.	<b>Em</b> p	lo <b>yed.</b>	Ves- sels.	Tonnage.	Emp	loyed.	Ves- sels.	Tonnage.	Empl	
	Ves-	1	9018.	nage.	Ves-	Ton-	SOIR.	паве.	Ves-	Ton-	9019		Ves-	Ton-	1901.6		Ves-	Ton-
	sels.	Tonnage.		1	sels.	nage.			sels.	nage.			sels.	nage.			sels.	nage.
		L		<u>'                                    </u>		·	(a.	) Sail	ine	Vess	ı Dla		,	<u>'                                    </u>				<u></u>
							\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \			1			T	Ī I	I		I	
1884-85 1885-86	9,849 9.849	3,005,940 3,005,940	299 311	87,846 111,668	3°04 3°16	2.92 3.71	493 499	172,846 157,656	5·01 5·07	575 5°24	1,716 1,561	560,982 541,070	17·42 15·85	18-66 18-00	2,508 2,371	821, <b>67</b> 4 810 <b>,3</b> 94	25·46 24·07	27°34 26°96
1886-87	8,910	2,909,955	339	114,938	3.80	3.85	678	248,968	7.61	8:56	1,483	483,439	16'64	16-58	2,500	846,335	28'06	29.08
1387-88	8,561	2,783,551	293	100,013	3-43	3-93	561	222,500	6.22	8-60	1,375	537,441	16'06	18 95	2,229	859,052	26 04	30-86
1888-89 1889-90	8,267	2.699,646 2.637,332	244	97,128	2 95 2 91	3.80 3.80	571 504	245,438 192,991	6°91 6°26	9.09	1,400	504,128 426,769	16.93 16.11	18 <sup>-</sup> 67	2,215 2,035	846,692 709,162	26.79 25.27	31°36 26°89
1890-91	8,052 7,787	2,556,600	234 279	89,402 91,671	3.28	3.20	495	179,733	6.36	7°32 7°03	1,297 1,171	373,830	15.04	14.62	1,945	645,234	24.88	25.24
1891-92	7,488	2,564,496	287	98,769	3.83	3.85	668	306,453	8-92	11.95	1,421	479,403	18-98	18.69	2,376	884,625	31.73	<b>34.2</b> 0
1892-93	7,319	2,689,462	167	78,935	3-28	2-93	443	200,706	6.02	7.46	1,064	407,448	14.54	15.12	1,674	687,079	22°87 30°78	25°55 30°26
1893-94 1894-95	7,067 6,761	2,637,446 2,583,331	260 230	78,383 66,428	3.68 3.40	2-97 2-57	490 482	222,420 219,397	6-93 6-83	8-43 8-49	1,425 1,516	497,206 536,939	20°16 22°42	18-85 20-78	2,175 2,208	798,009 823,764	32-66	31.85
1895-96	6,373	2,476,477	189	94,085	297	3-80	383	198,636	601	8.03	1,342	561,800	21.06	22.69	1,914	854,521	30-08	34.51
1898-97	5,992	2,360,275	194	75,585	3-24	3.30	408	174,845	6-81	7:41	1,453	463,308	24.25	19'63	2,055	713,738	34.30	30-24
1897-98 1898-99	5,692 5,476	2,219,510 2,031,257	162 147	41,351 50,045	2*85 2*68	1.86 3.46	336 310	179,599 158,459	5*90 5.66	8*09 7*80	1,321 1,380	447,856 415,824	23.21	20·18 20·47	1,819 1,837	668,706 634, <b>32</b> 8	31.96 33.55	30-13
1899-00	5,595	1,912,154	152	43,928	273	2.30	274	150,094	4.90	7.85	1,030	363,975	18.41	19:03	1,456	557,997	20:02	39-18
1900-01	5,502	1,787,541	146	65,665	2-65	3-67	343	198,659	6.33	11.00	1,059	402,832	19-08	22-53	1,538	665,146	27.95	37-21
<del></del>		<u> </u>		<u>'</u>		<u>'                                     </u>	<u>'</u> (b	.) Ste	am	Vess	els.	<u>'</u>			·	<u>'</u>	<u>'</u>	
1884-85	4,707	3,758,665	153	120,633	3-25	3-31	573	451,859	12-17	12-02	1,438	654,473	30.55	17:41	2,164	1,226,965	45.97	32-64
1885-86	4,707	3,753,665	116	97,040	246	2.58	589	429,551	12.09	11.43	1,333	1,118,312	28-32	29-75	2,018	1,644,903	42-87	4576
1886-87	4,532	3,780,668	130	95,023	2.87	2-51	740	626,140	16-36	16-56	1,485	1,264,762	32-40	35'45	2,335	1,985,915	51'64	52-63
1887-68	4.570	3,896,790	119	86,837	2.60	2-23	819	653,903	17.92	16-78	1,420	1,151,084	31.07	29-54	2,358	1,891,824	51.60	48-55
1888-89	4,820	4,182,387	114	80,537	237	1.93	1.002	847,299	20-79	20.26	1,463	1,199,298	30-35	28-67	2,579	2,127,134	53-51	50-86
1889 -90	5,086	4,536,672	117	95,995	2-31	212	1.023	883,889	20-19	19-53	1,413	1,258,327	27-89	27-80	2,553	2,238,211	50-39	49-44
1890-91	5,289	4,860,379	128	111,394	243	2:39	1,022	877.574	19-40	18-06	1,451	1,293,954	27:54	26-62	2,601	2,282,922	49-36	46-97
1891 -92	5,400	5,116,527	108	93,925	2.00	1.84	1,091	985,520	20:20	19-26	1,545	1,400,076	28-61	2736	2,744	2,479,521	50-81	48-46
1892-93	5,499	5,337,738	93	73,157	1 1.67	1.37	930	887,132	16-91	16.63	1,281	1,191,509	23.30	22-32	2,303	2,151,798	41.88	40.31
1893-94	5,548	5,473,205	139	116,780	2-51	2-13	925	852,630	16-68	15.58	1,733	1,590,447	31-25	29.06	2,797	2,559,857	50-43	4677
1894-95	5,638	5,693,871	110	81,126	1.95	1.42	724	705,789	12:84	1240	2,192	2,096,344	38-88	36-82	3,026	2,883,239	53-67	50-64
1895-96	5,637	5.853.982	116	113,533	2.06	1.94	778	806,065	13.83	13-77	1,995	1.963.032	35.45	33-53	2,889	2,882,629	51.34	49-24
1896-97	5,837	6,047,731	95	94,142	1'69	1.26	864	1,004,058	15.18	16-60	2,401	2,485,295	42.67	41.09	3,350	3,583,495	59-53	59-25
1897-98	5,570	6,131,591	104	95,349	1.87	1.55	791	907,608	14-20	14.80	2,157	2,265,398	39.73	36.95	3,052	3,268,253	5479	53:30
1898-99	5,631	6,367,685	112	121,828	1'99	191	823	987,509	l	15:51	1	2,569,334	40.97	40 19	3,342		<b>57</b> :57	57.61
1899-00	5,614	8,870,484	125	131,581	2-23	1.97	616	751,222	14.62	11:26	2,307 1,714	1,907,621	30.23	28-60	2,455	1	43-73	41.83
1900-01	5,622	6,943,216	80	84,667	1.43	1-22	<b>67</b> 0	840,479	11.92	1211	,681	1	29-90	30-49	2,431	}	43-24	43.8
	1 0,000	0,010,210	- 00	02,001	1 120	1	010	030,310	<u> </u>	<u> </u>	,001	3,110,735	20 00	30 40	2,201	3,011,010	10.21	1 20
1004.00	1,,,,,,	0801	1	l ana :==	1	1	1	(0.	i	tal.		1	1 .	l		1	1.	T.
1884-85	14,556	6,764,605	453	208,479	3.11		1,066	634,706	7.32	9.23	3,154	1,215,455	21.67	17.97	4,873	2,048,639	32.10	30-28
1885-86	14,556	6,764,605	427	208,708	2.03	3-09	1,068	587,207	7:34	8.68	2,894	1,659,382	19*88	24.53	4,389	2,453,297	30.12	36-30
1886-87	13,432	6,690,623	489	209,961	3.49	3*14	1,418	875,108	10.56	13-08	2,948	1,747,181	21.95	26.11	4,835	2,832,250	36.00	42'33
1887-88	13,131	6,680,341	412	195,849	3.14	2.93	1,380	876,502	10.51	13-12	2,795	1,678,525	21.39	25.13	4,587	2,750,876	34-93	41.18
1888-89	13,087	6,883,033	358	177,665	274	2.58	1,573	1,092,737	12-02	15.88	2,863	1,703,424	21.88	2475	4,794	2,973,826	36-63	43-21
1889-90	13,118	7,164,004	351	185,397	2.68	2.59		1,076,880	11:64	15.03	2,710	1,685,096	20.66	23.62	4,588	2,947,373	34'97	41.14
1890-91	13,056	7,416,979	407	203,065	3-12	2.74		1,057,307	11.62	14-26	2,632	1,667,784	20-08	2249	4,546	2,928,156	34.82	39-48
1891-92	12,888	7,681,023	395	192,694	3.06	2.51	1,759	1,291,973	13.65	16.82	2,966	1,879,479	23.01	24.47	5,120	3,364,146	39-73	43-80
1892-93	12,818	8,027,200	259	152,082	2.02	1.89	1	1,087,838	1071	13.55	2,345	1,598,957	18:29	19.92	3,977	2,838,877	31.03	35*87
1898-94	12,613	8,110,651	399	196,163	3.16	241	1,415	1,075,050	11:23	13-25	3,158	2,087,653	25'04	25.74	4,972	3,357,866	39.42	41.40
1394-95	12,399	8,277,192	340	147,554	2.74	178	1,186	925,166	9.57	11.18	3,708	2,633,283	29-91	31.81	5,234	3,706,003	42-21	4477
1895-96	12,000	8,330,459	305	207,617	2-54	249	1,161	1,004,701	9.67	.12-06	3,337	2,524,832	27:81	30-31	4,803	3,737,150	40-02	44.86
1896-97	11,619	8,408,006	289	169,727	249	2.02	1,262	1,178,903	10.86	14-03	3,854	2,948,803	33-17	35-07	5,405	4,297,233	46 52	51.11
1897-98	11,262	8,351,101	266	136,500	2.36	1.63	1,127	1,087,205	10.01	13-02	3,478	2,713,251	30-88	32.49	4,871	3,936,959	43.25	47.14
1898-99	11,107	8,398,942	259	171,873	2-33	2.05	1,133	1,145,968	10.50	13.64	3,687	2,975,158	33-20	35.42	5,079	4,292,999	45.73	51.11
1899-00	11,209	8,582,618	277	175,459	2.47	2.04	890	901,316	7,91	10-50	2,744	2,271,596	34.48	26.47	3,911	3,34 ,371	34.89	39-01
1900-01	11,124	8,730,760	226	150,333	2-03	1.72	1,012	1,037,138	9-10	11.88	2,731	2,519,535	24.22	28'36	3,969	3,707,025	35.68	42-46
											-							

Percentages of Sea Casualties involving Loss of Life, amongst employed Vessels registered in the United Kingdom, and of Deaths of Seamen by such Casualties amongst Seamen employed.

XVII.—Statement showing the Number and Tonnage of Merchant Vessels registered in the United Kingdom which were reported during each of the Seventeen Statistical Years ended June 1901 to have met with Sea Casualties involving Loss of Life, compared with the Number and Tonnage of Merchant Vessels which were employed during each of the Seventeen Calendar Years ended December 1900, and remained on the Register at the end of each Year; and also the number of Seamen lost compared with the Total Number of Seamen required to man the employed Vessels.

	Vec Co	sels which sualties att Loss of	met with Sea ended with Life.		Liv	es Lost in Ve	eseis Totally	y Lost.	Liv	es Lost in V	essels Partia	lly Lost.
Years.	No.	Tonnage.	Percentage of Tonnage attended with Loss of Life to Total	Total Number of Seamen employed (including Masters).	<b></b>	Percentage	Passengers	Total.		Orew. Percentage of Men	Passengers and others.	Total.
			Tonnage employed.		No.	lost to Men employed.	and vanors.		No.	lost to Men employed.		ı
				(a.)	Sail	ing Ves	sels.				,	,
1884-85	117	54,354	1.81	<b>81</b> ,018	456	158	30	476	70	-09	6	78
1885-86	105	66,364	2-21	81,018	640	79	16	656	56	107	-	55
1886-87 1887-88	123 101	72,082 70,826	248 254	74,3 <b>4</b> 3 <b>69</b> ,821	621 599	· 84 · *86	274 10	895 609	58 58	108 108	1	59 53
1888-89	99	68,078	2-52	66,736	478	72	68	546	48	107	_	48
1889-90	89	64,354	244	64,661	394	-61	4	398	47	107		47
1890-91	129	58,699	2:30	62,154	786	1.23	17	783	34	105	-	34-
1891-92	119	74,070	2-89	60,765	680	1.09	31	691	40	107		40.
1892-93 1893-94	82	67,753	2-52	61,325	478	78	14	492	50	108	- '	50·
1894-95	115 125	73,128 81,131	2·77 3·14	59,188 56,754	545 527	92	. 7	552 535	62 56	10	1	62· 57·
1895-96	85	76,344	3.08	53,825	567	1:11	28	625	37	-07		<b>57</b>
1896-97	70	49,334	209	50,858	375	-74	4	379	33	706	1	34
1897-98	61	48,870	<b>2</b> -20	47,286	208	•44	-5	213	38	-08	1	39 ·
1808-99	77	65,838	3-24	43.445	367	-84	13	380	58	-13	2	60.
1899-00	72	57,662	<b>3</b> ·02	41.017	274	.67	5	279	29	107	1	30.
1900-01	80	92,895	5*20	38,719	424	1.10	1	425	48	-12		48
				(b.)	Ste	am Ves	sels.					
1884-85	80	83,291	2-22	108,154	564	•52	24	<b>58</b> 8	59	06	18	77.
1885-86	34	29,568	*79	108,154	135	12	25	160	18	-02	2	30.
1886-87 1887-88	<b>67</b> 57	63,132 52,850	1.67 1.36	102,015 108,504	516 422	· · · · 51 · 41	47 86	563 488	41 30	104	9	50· 53·
1888-89	51	<b>6</b> 8,109	1'34	109,869	320	-29	716	1,036	32	103	9	41
1889-90	69	76,512	1.89	116,434	386	-33	163	549	46	104	4	50
1890-91	65	77,477	1.20	122.342	323	-26	4	327	51	104	557	608
1891-92	58	63,443	1°24	126,728	267	190	7	264	45	*04	4	49-
1892-93	44	60,656	1.14	127,703	253	120	82	335	39	108	5	44
1893-94 1894-95	78 <b>63</b>	80,402 71,447	1·45 1·25	128,479 129,739	521 2 <b>5</b> 5	·40 •20	12 1,166	533 1,410	51 49	*04 *04	25 3	76. 52 <sup>.</sup>
1896-96	59	76,327	1.30	129,069	387	30	417	804	29	102	8	37
1896-97	73	112,760	1.86	131,145	304	-23	36	340	65	105	3	86
1897-98	46	62,347	. 1.02 .	131,156	154	·12	37	191	49	104	1	50
1898-99	82	124,373	1.95	133,471	544	-41	132	676	63	105	3	66
1899-00 1900-01	44 62	56,337 82,156	*84 1*18	136,155 140,099	359 298	·26 ·21	18 30	372 328	15 39	101 103	1 12	16 51
1800-01	62	02,100		130/100			30	320	30	<b>U</b> 5	12	
		<del></del>			(6.)	Total.			T	1	<del>,</del>	
1884-65	197	137,645 95,932	203	189,172	1,020	154	44	1,064 816	129 <sub>.</sub> 73	107	34	158
1885-86	- }	- 1	1.42	189,172	775	·41	41			104	2	75
1886-87	190	135,214	202	176,358	1,137	*84	321	1,458	99	106	10	109-
1887-88	158	123,676	1*85	173,325	1,021	-59	76	1,097	83	-05	3	86.
1888-89	150	124,187	1*80	176.405	798	· <b>4</b> 5	784	1,582	80	-05	9	86
1389 -90	158	140,866	1.94	181,095	780	· <b>4</b> 3	167	947	93	105	4	97
1890-91	194	136,176	1.84	184.496	1,089	-59	21	1,110	85	-05	557	642
1891-92	177	137,513	179	187.;63	917	-49	38	955	85	105	4	80-
1892-93	126	128,409	1.80	189,628	731	-39	96	827	89	<b>-0</b> 5	5	94
1893-94	193	153,530	1.89	187.667	1,086	•56	19	1,085	118	-06	25	138
1894-95	188	152,578	1.84		782	·42	1,163	1,945	105	106	i	
- 1	1			186,493		1	1			1	4	100
1895-96	144	152,671	1.83	182,914	984	•54	445	1,429	86	104		74
1896-97	143	162,094	1.93	182.003	679	*37	40	719	98	-05	4	102
1897-98	107	111,217	1.33	178,442	362	-20	42	404	87	.05	2	89
1898-99	159	190,211	2-26	178,916	911	-51	145	1,056	121	107	5	136
1899-00	116	113,199	1 33	177,172	633	-36	18	651	44	102	2	46
1900-01	142	175,051	2.00	178,818	722	• •40	31	753	87	105	1	
1800-01	142	TGAGIT	2 00	110,818	(33	-40	21	100	<b>o</b> '	100	12	99

# Percentages of Deaths amongst Seamen employed at Sea.

XVIII.—Statement showing the Number of Deaths of Seamen reported during each of the Seventeen Statistical Years ended June 1901 as having occurred at Sea from various causes in Merchant Vessels registered in the United Kingdom, compared with the Number of Seamen required to man the Vessels which were Employed during each of the Seventeen Calendar Years ended December 1900, and remained on the Register on the 31st December in each Year.

•	By V	Vrecks and C	asualties.	Ву	Accidents of recks or Cas	ther than malties.		By Disease,	dic.		Tota	d.	
Years.		Orew.	Passengers		Crew.	Passengers		Crew.	Passengers	Crew.		Passengers	Mer.
	No.	Percentage.	and others.	No.	Percentage.	and others.	No.	Percentage.	and others.	No.	Percentage.	and others.	Total
					(a.)	Sailing	.Ve	ssels.					
1884-86	526	<b>*65</b>	26	259	-32	9	200	25	600	985	1-22	635	1,62
1885-86   1886-87	695 679	*86 *91	16 275	224 233	<b>·2</b> 8 •31	4 6	234 202	·29 ·27	344 297	1,153 1,114	1*43 1*50	578	1,51
1887-88	652	-93	10	315	·45	3	209	30	300	1,176	1.68	313	1,48
1888-89	526	-79	68	332	· <b>5</b> 0	3	209	-31	225	1,067	1.60	295	1,36
1889-90 1890-91	441 800	*68 1*29	4 17	276 228	·43 ·37	6 9	206	-32 -33	167 289	923 1,231	1.43 1.98	177 315	1,10
1891-92	700	1.12	31	235	-37	6	220	•36	313	1,145	1.88	350	1,46
1893-93	528	-86	14	197	-32	3	152	•25	334	877	1.43	351	1,2
1893-94	607	1.03	7	245	'41	7	164	-27	226	1,016	1.71	240	1,2
1891-95 1895-96	583 634	1·03 1·18	9 28	221 228	· <b>59</b> ·42	12 7	182 173	-32 -32	423 299	986 1,035	174	444 334	1,4
1896-97	408	-80	5	179	•35	6	135	-27	216	722	1:42	227	94
1897-98	346	·52	8	146	-31	4	160	34	157	552	1:17	167	71
1898-99	425	*98	15	139	30	2	149	34	109	703	1.62	126	8
<b>1899-</b> 00 <b>1900-</b> 01	303 472	'74 1'23	6	104 134	-25 -35	2	128 112	·81 ·29	252 298	5 <b>3</b> 5 718	1°30 1°85	240 302	1,0
			1		( <b>b</b> .	)		esels.			1	1	1
1884-85	623	-58	42	101	100	23	251	21	689	955	-88	754	1,7
1885-86	153	14	27	110	10	n	201	27	568	554	-51	606	1,1
		-55	1	Į		1		1				1	1,5
1886-87	557		56	100	'10	18	215	21	502	873	*85	666	1
1887-88	452	*44	60	219	21	. 22	<b>26</b> 5	-26	554	936	190	645	1,5
1888-89	352	-32	726	154	'14	28	218	20	597	724	'66	1,350	2,0
1889-90	432	.57	167	197	17	31	259	-22	562	888	76	760	1,6
L890 <del>-9</del> 1	374	-31	561	137	11	24	267	-23	567	778	1	1,142	1,9
<b>1891-9</b> 2	302	-24	11	164	·15	24	372	-29	569	838	-66	604	1,4
1892-93	292	-28	87	108	-08	15	210	-16	569	806	47	671	1,2
1 <del>805-91</del>	572	*44	37	164	.12	33	284	*22	803	1,020	79	873	1,8
<b>1894-9</b> 5	304	-25	1,158	158	-12	109	274	-21	647	736	-57	1,914	2,0
1895-96	416	-32	425	149	-12	30	266	20	676	831	*64	1,131	1,9
E896-97	369	-28	39	204	.16	24	263	20	638	836	*64	701 ′	1,5
1897-98	303	15	38	120	100	37	240	-18	670	563	-43	745	1,3
18 <del>98-9</del> 9	607	*45	135	157	12	31	249	-19	626	1,013	76	792	1.8
1899-00	874	.27	14	127	109	1.5	339	*25	835	840	-62	864	1,7
<b>1900-</b> 01	337	-24	42	140	-10	20	334	-28	883	801	*57	945	1,7
	·	<del></del>				(c.) T	otal	·•	<del> </del>			·	
L884-85	1,149	-61	68	360	.19	32	431	-23	1,289	1,940	1.03	1,389	3,3
1885-86	848	*45	43	334	-18	15	525	-28	912	1,707	-98	970	2,6
1886-87	1,236	70	381	333	-19	24	417	-24	889	1,986	1-13	1,244	3,2
<b>1.887</b> -88	1,104	-64	79	<b>534</b>	-31	25	474	-27	854	2,112	1-23	958	3,0
1888-89	878	150	793	486	-28	30	437	-24	822	1,791	1.03	1,845	3,4
1889-90	873	-48	171	473	-26	37	465	-26	729	1,811	1.00	937	2,7
<b>1980-91</b>	1,174	·84	578	365	-20	33	470	25	846	2,009	1.09	1,457	3,4
<b>19</b> 91-92	1,002	-53	42	389	-21	30	592	•33	882	1,983	1	954	2,9
1892-93	820	43	161	300	-16	18	363	-19	903	1,483	4	1,022	2,5
1895-94	1,179	-63	44	409	-21	40	448	-23	1,029	2,036	1.08	1,113	3,1
1894-95	887	•47	1,167	379	-20	121	456	-24	1,070	1,722	1	2,358	4,0
1895-96	1,050	-57	453	377	-21	37	439	-24	975	1,866	1-02	1,465	3,3
1896-97	777	-43	44	383	-21	30	398	.33	854	1,558	-88	928	4
1897-98	. 449	-35	44	286	15	1	l	j	1	1	1	1	2,4
1.898-09	l.				1	41	480	-23	827	LILS	· j	913	2,6
	1,032	*58	150	286	-16	33	393	-29	735	1,716		918	2,6
1899-00	677	*38	20	231	-13	17	467	*28	1,067	1,375	1	1,104	2,4
1900-01	809	*45	43	274	15	23	436	-24	1,181	1,519	*85	1,247	2,7

### Death Rates amongst Seamen at Sea.

The Death Rates during the Seventeen Years ended June 1901, amongst Seamen employed in Vessels registered in the United Kingdom, are shown in the following Table:—

	Percentages and Proportions.														
Years,	Des	ths by	(1) Wreck nalties.	s an	d ·	De	aths by d	(2) all Accid hose in (	dents,			by Accid			
1884-85	·61 pe	r cen	t., or	l in	164	-8	per cen	t., or 1	in 1	25	1.03 r	er cen	or	1 in	97
1885-86	·45 `	,,	, <u>1</u>		223	.62	,,,	,, 1		60	•90	"	"	-	111
188687	.7	"	,, 1	l "	142	-89	"	,, 1		12	1.13	"	77 99	ī,	96
1887-88	•64	"	,, 1	ί,,	127	.95	"	" ī		106	1.22	"	"	ī"	Q
1888-89	.50	"	,, ]		200	.77		"ī	,, -	29	1.02	"		1	0.6
1889-90	•48	"	", 1	,,,	207	.74	••	1	″ 1	35	1.00		"	1 "	100
1890-91	.64	"	", 1	Ι,,	157	-83	"	,, 1		20	1.09	"	"	1 "	06
1891-92	.53		", 1		187	.74	99			35	1.06	"	••	i "	Q,
1892 -93	•43	"	,, 1	· ,,	021	•59	,,	" 1		69	.78	"	77	i "	100
1893-94	•63	"	1	,,,	158	.84	**	" 1		.19	1.08	"	"	1 "	92
1894–95	. 47	**	" 1	_ ,,	010	•68	"	" <del>1</del>		47	92	**	"	i "	10
1895-96	.57	"	,, J	- "	175	.78	**	" 1		28	1.02	**	"	1 "	09
1896-97	•43	"	" 1	. ,,	234	•64	17	" <u>1</u>	ິ່ 1	57	-86	71	"	<u> </u>	117
1897–98	.25	"	" 1	- >>	207	•40	"	" <del>1</del>	ິ່ ຄ	50	.62	"	"	⊥ " 1	1.00
1898-99	.58	"	,, J	- 99	171	.74	**	" I		.34	.96	"	"	i "	109
1899-00	.38	"	" 1	• ,,	262	.51	**	" i		95	.78	"	"	1 "	100
1900-01	.45	"	,, 1	. ,,	221	.61	"	", i		.55 .65	-85	" "	"	i "	118

### Inquiries into Shipping Casualties.

Preliminary inquiry is held into the circumstances attending every casualty to a British ship, and if it appear from the information thus obtained that any public interest would be served by further investigation, a formal inquiry is instituted.

During the year 1900-1901, 168 formal inquiries were held, of which 51 were held in the United Kingdom before magistrates, 105 before courts in British Possessions Abroad, and 12 before naval courts in Foreign countries. In 107 instances the casualties were found to be owing, partly or wholly, to neglect or default on the part of persons on board the vessels, and in 40 the inquiry resulted in the cancellation or suspension of thecertificates of the masters or officers.

Four inquiries were also held by inspectors appointed by the Board of Trade.

### Explanatory Statement.

The figures relating to vessels and "crews" employed are taken from the Annual Statement of Navigation and Shipping, the number of hands, including the master and officers, but excluding Lascars, on the first articles of agreement, being allowed for every vessel which went to sea during the year and remained on the register at the end of the year. A certain per-centage of the vessels which are thus included in the employment tables must necessarily have been under repair or out of employment for some portion of the year, and the aggregate of the crews with which they are credited must therefore be in excess of the number of seamen constantly employed. If the result of the annual census taken four times in the year 1900 be assumed to represent the actual number of seamen constantly employed, that number is less by about 10 per cent. than the number on which the foregoing calculations are based.

which the foregoing calculations are based.

The words "crew" and "seamen" in the foregoing statements and throughout the return include, unless otherwise stated, masters and all persons entered in the articles of agreement, but the last three tables do not include Lascars or other Asiatics on Oriental articles of agreement. Pilots, masters' families, and all other persons not on the articles of agreement, are included under the head of "passengers."

For the number of Lascars whose deaths are included in the tables in Parts I. and II., see Tables 18 and 35.

When tonnage is given in the return it is net register tonnage.

The words "United Kingdom," as used in this return, include the Isle of Man, but do not include the Channel Islands.

Marine Department, Board of Trade, October, 1902.

WALTER J. HOWELL.

### WRECK ABSTRACTS, 1900-1901.

## CONTENTS.

WRECK CHARTS for the year ended 30th June 1901, viz.:—United Kingdom, England and Wales, Scotland, Ireland, and the two Hemispheres.

### PART I.

(Note.—Sailing Vessels are distinguished from Steam Vessels throughout the Return, except in Tables 60 to 63 and 87 to 89.)

Tables relating to SEA CASUALTIES TO, AND LIVES LOST AT SEA FROM, MERCHANT VESSELS REGISTERED IN THE UNITED KINGDOM under the Merchant Shipping Acts, exclusive of Yachts and Fishing Vessels.

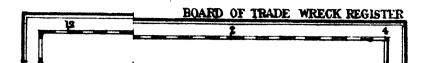
### Sea Casualties.

Table		Number and Tof the Casuali		sels to wh	ich Ca	sualties 	occur 	red, an 	d Nat		rage
Table	2.—Home an were engage	D FOREIGN Ti ed in the Home	RADES.—Whet or the Foreig	her the V n Trade	essels	to which	ch Cas	ualties 	occui	red	3
Table	3.—CARGOES	of the Vessels	when the Casu	alties occu	$\mathbf{rred}$	•••	•••	•••	•••	•••	4
Table	4.—CARGOES	AND TONNAGE	of Vessels	TOTALLY	Lost	•••	•••	•••	•••	•••	5
Table	5.—Tonnages	s (Approximate	) of the Vesse	ls to whic	h Casu	alties o	ccurred	l		••	6
Table	6.—Ages of 1	HE VESSELS W	hen the Casua	lties occu	rred	•••	•••	•••	•••	•••	7
Table	7.—AGES AND	TONNAGE OF	Vessels Tota	LLY LOST	·	•••	•••	•••	•••	•••	8
Table	8.—Iron, Ste	EL, COMPOSITE	, or Wood, V	essels buil	t of, to	which	Casual	lties oc	curre	ł	9
Table	9.—CAUSES, a attributed	s far as report	ted, to which	the Casus	lties (	exclusi	ve of	Colli <b>sic</b>	ns) v	vere	10
Table	10.—Locality	ES where the (	Casualties occu	rred	•••	••		•••	•••	•••	13
Table	11.—Classifi	CATION of the	VESSELS TOT.	ALLY LOS	T. i.e	whethe	r Class	ed or l	Inclas	sed	14
Table	19 (17)	. N. D. company		ost at Se		<b>m</b> 1	<b>T</b> Y			• .	
Table	Trades	and Passenge	RS LOST BY S	EA CASUA	LLTIES.	—10tal		ome and	ı Fore	ngn	15
Table	13.—SEAMEN	LOST BY SEA	CASUALTIES.		s of 1		ssels 	from v	vhich 	the ••	16
Table	14.—	Do.	Do.	APPROX	IMATE	TONNA	GES of	the Ve	ssels	do.	17
Table	15.—	Do.	Do.	AGES OF	THE V	Vessel	3			do.	18
Table	16.—	Do.	Do.	LOCALIT	ies wh	ere the	Lives	were I	ost	•••	19
Table	17.—SEAMEN whether the	AND PASSENG Lives were Lo	GERS LOST E st in Classed o				-Class	IFICAT	ion,	i.e.,	22
Table		AT SEA FROM Casualties, by									23

Vessels of all Kinds, British and Foreign.	
Table 57.—Grand Totals.—Sea Casualties to British and Foreign Vessels.—  Localities where the Casualties occurred	<b>.g</b> e
Table 58.— Do. British and Foreign Vessels.—Seamen and Passengers Lost by Sea Casualties to—Localities where the lives	
were lost	62
. Collisions at Sea.	
Table 59.—Collisions at Sea.—Whether the collisions occurred on or near the coasts of the United Kingdom or elsewhere and whether the Vessels were British or Foreign and Sailing or Steam	68
Table 60.—Time of Collisions, i.e., DAY or Night	68
Table 61.—Collisions.—Causes, as far as reported	62
Sea Casualties.—Lives saved from Shipwreck at Home and Abroad.	
Table 62.—LIVES SAVED from Vessels of all Kinds on or near the coasts of the United Kingdom	64
Table 63.—LIVES SAVED from British and Foreign Vessels on or near the coasts of British Possessions Abroad, and from British Vessels on or near the coasts of Foreign Countries or at Sea	64
Shipping Casualties in Rivers and Harbours.—Number and Tonnage of Vessels an Nature and Results of Casualties.	ra
Table 64.—SEAGOING VESSELS REGISTERED IN THE UNITED KINGDOM, which met with CASUALTIES in Rivers and Harbours.	65
Table 65.— Do. Do. Do. Do. Do. Do. Do. Do. Do. Do.	66
Table 66.—SEAGOING VESSELS REGISTERED IN BRITISH POSSESSIONS ABROAD, which met with Casualties in Rivers and Harbours	67
Table 67.—RIVER CRAFT REGISTERED IN THE UNITED KINGDOM, which met with CASUALTIES in Rivers and Harbours	68
Table 68.— Do. Do. in British Possessions Abroad, which met with	68
Table 69.—Unregistered Seagoing Merchant Vessels belonging to the United Kingdom, which met with Casualties in Rivers and	69
Table 70.— Do. RIVER CRAFT BELONGING TO THE UNITED KINGDOM, which met with CASUALTIES in Rivers and	70
Table 71.— Do. Do. British Possessions Abroad, which met with Casualties	
Table 72.—YACHTS AND PLEASURE BOATS BELONGING TO THE UNITED KINGDOM, which met	71 71
Table 73.—FISHING VESSELS BELONGING TO THE UNITED KINGDOM, which met with	72
Table 74.—Foreign Vessels which met with Casualties in Rivers and Harbours of the United Kingdom or of British Possessions Abroad	72
Lives Lost in Rivers and Harbours.	
Table 75.—Grand Totals.—Seamen and Passengers Lost by Shipping Casualties in Rivers and Harbours.—Number and Description of the Vessels, Nature of the Casualties, &c	73-
Table 76.—SEAGOING MERCHANT VESSELS REGISTERED IN THE UNITED KINGDOM.—DEATHS IN RIVERS AND HARBOURS FROM ALL CAUSES (Wrecks and Casualties, Accidents	75
other than Wreck or Casualty, Disease, &c.).—Home and Foreign Trades Table 77.—SEAGOING MERCHANT VESSELS REGISTERED IN BRITISH POSSESSIONS ABROAD.—	rid
DEATHS IN RIVERS AND HARBOURS FROM ALL CAUSES (Wrecks, &c., Accidents	76

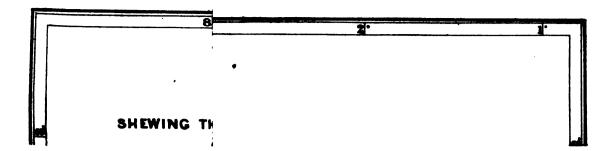
					Contents.—	(Part III.	–contin	n:ed.)
Table 78 Ere	urvia Vmaanta n				D	D		Page
HARI	SHING VESSELS B BOURS FROM ALL	CAUSES (W	recks, &c., Ac	cidents oth	M.—DEATH ner than Wr	eck, Disea	se, &c.)	76
Shipping	Casualties, and	d Lives L	ost from all Harbours.		at Sea ar	nd in Ric	vers ar	ıd
		(	Grand Tota	ls.				
Casu.	AGOING MERCHA ALTIES EVERYW sualties.—(Totals	HERE.→Nu	nber and Ton	IN THE U: nage of Ve	NITED KING essels and N 	ature and	IPPING Results	77
Table 80.— from :	Do. all Causes everyy	Do. where.—(Tot		o. 18 and 76)	Do	D	EATHS	78
of the	SSELS OF ALL K Royal Navy).— ature and Results	Casualtie	S EVERYWHE	RE.—Num	ber and To	nnage of `	Vessels	79
Table 82.—Bri WHER Abroa	ITISH REGISTER RE to Vessels re id.—Number and Is of Tables 36, 6	ED SEAGO: egistered in l Tonnage o	the United f Vessels, an	NT VESSE Kingdom d Nature a	LS.—CASU and in Br	ALTIES E	VERY-	80
Table 83.—	Do.	4, and oo) De		 Do.	SEAM	EN AND	 Pas-	OU.
SENGI	ERS LOST EVERY	WHERE BY	CASUALTIES '	ro (see also				81
Table 84.— Causi	Do. ES EVERYWHER	Do E.—(Totals o		Do. 76, and 77)	DEAT 	HS FROM		81
Ever Posses	TISH VESSELS OF YWHERE to Vessions Abroad.— Ities.—(Totals of	sels of all ki Number an	nds belongin d Tonnage o	g to the Ui f Vessels,	nited Kingd and Nature	om or to	British ults of	82
Table 86.—	Do. E BY CASUALTIE	Do.	SEAMEN	AND P.	ASSENGERS		•	83
Masti Fable 88.—Inq	UIRIES INTO CAERS' OR OFFICER UIRIES RESPECT	LUSES OF S S'CERTIFIC ING BREAC	ATES, how de	BUALTIES ealt with .	ERTIFICAT		DAD.—  	84 86 86
	-	A	PPENDICI	ES.	_			
	Outlying Sands a Vessels have S Casualties in Riv	stranded	•••	of the Un	ited Kingd 	om upon	which 	87
	Table 1.—Rive	ers and Har	bours of the	United Ki	ingdom in v 	which Cas	ualties 	97
		ccurred to B	arbours in B ritish and For which Casual	eign Vesse	ls, and Rive	ers and Ha		101
Appendix C.—	Detailed Stateme Loss of Life		ls Totally Los	st, and of	Vessels Pa	rtially Los	t with	
	Table 1.—Sea		-Total Losses	with or wi	thout Loss o	of Life	•••	106
	Table 2.—	Do.	Partial Losses	with Loss	of Life	•••	•••	<b>15</b> 3
	Table 3.—Rive	er and Harb	our Casualties	.—Total Lo	sses with or	without I	oss of	165
	Table 4.—	Do.	Do.	Partial	Losses with	Loss of L	ife	171

12404—l

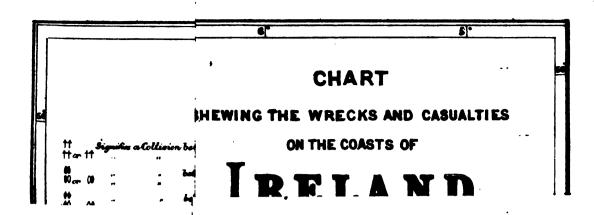


1 .

# CHART \*\*Significan a Collision between NG THE WRECKS AND CASUALTIES \*\*Astronomy Contract of the Contract of



• 



• •

. • 

	•			· ·	
,			·		
. *					į
			•		
					!
		•			
					1
			•		
				·	
	,				ı

• . , • • . -· •

. . 

# PART I.

Tables relating to SEA CASUALTIES to, and LIVES LOST AT SEA from, MERCHANT VESSELS REGISTERED IN THE UNITED KINGDOM under the Merchant Shipping Acts, exclusive of Yachts and Fishing Vessels.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 1. Totals:—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the				al Losses.	1	s Casualties.	ĺ	r Casualties.	Total.		
,			No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	
					. (	(a.) Sailin	g Ves	sels.	<del></del>	<u> </u>	
Founderings	•••		21	8,168	_	_	_	_	21	8,168	
Strandings	•••	. ••	76	23,545	83	28,780	234	62,949	393	115,274	
Collisions	•••	•••	22	3,135	73	20,223	311	63,836	406	87,194	
Other Causes	•••	•••	9	11,594	186	147,656	505	276,037	700	435,287	
Missing Vessels	•••	•••	18	19,223		_	_	_	18	19,223	
TOTAL	•••	•••	146	65,665	342	196,659	1,050	402,822	1,538	665,146	
					• (	(b.) Stean	ı Vess	sels.		<u> </u>	
Founderings	•••		12	5,818	_	_	_		12	5,818	
Strandings	•••	•••	43	57,420	205	241,646	476	562,255	724	861,321	
Collisions	•••	•••	18	14,014	156	173,914	409	425,805	583	613,733	
Other Causes	•••	•••	2	1,781	309	424,919	796	1,128,673	1,107	1,555,373	
Missing Vessels	•••	•••	. 5	5,634	_		_	_	5	5,634	
TOTAL	•••	•••	80	84,667	670	840,479	1,681	2,116,733	2,431	3,041,879	
						(c.) T	otal.	,			
Founderings	•••	•••	33	13,986		_	_	_	33	13,986	
Strandings	•••	•••	119	80,965	288	270,426	710	625,204	1,117	976,595	
Collisions	•••	•••	40	17,149	229	194,137	720	489,641	989	700,927	
Other Causes	•••	•••	11	13,375	495	572,575	1,301	1,404,710	1,807	1,990,660	
Missing Vessels	•••	•••	23	24,857	_	_	_	_	23	24,857	
Total	•.•	•••	226	150,332	1,012	1,037,138	2,731	2,519,555	3,969	3,707,025	

TABLE 2. Home and Foreign Trades:—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and whether the Vessels were engaged in the HOME or the FOREIGN TRADE.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

						Total	Losses.	Serious (	Casualties.	Minor C	sualties.	то	tal.
Nature	of th	e Cast	nalties	L		Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage
									(1.) Hom	E TRADE.	<u> </u>		!
Founderings Strandings Collisions Other Causes	 	••		••	::	15 59 21 2	1,075 5,402 1,939 104	- 67 61 90	4,973 5,022 8,435	199 278 317	16,125 23,474 28,483	15 325 860 409	1,075 26,500 30,435 37,025
fissing Vessels	::	::	••	::	::	5	355					5	350
		то	TAL	••	••	102	8,875	318	18,430	794	66,082	1,114	95,38
1 9							1 5000	1	(2) FOREIG	IN TRADE.	<del></del>		
founderings strandings Sollisions	••	••	::	••	::	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	7,093 18,143 1,196	16 12	23,807 15,201	35 33	46.824 40,362	6 68 46	7,09 88,77 56,75
Other Causes dissing Vessels	::	::	::	••	::	13	11,490 18,868	96	139,221	188	247,554	291 13	398,26 18,86
		то	TAL	••	••		56,790	134	178,229	256	334,740	424	<b>569,</b> 75
							1 0.300		(.8)	OTAL.		1 0	1 020
Founderings Strandings Dollisions	::	::	::	••	••	21 76 23	8,168 23,545 3,135	83 73	28,780 20,223	234 311	82,949 63,836	21 393 406	8,16 115,37 87,19
Other Causes Missing Vessels	::	::	::	••	::	18	11,594 19,323	186	147,658	505 	276,037	700 18	435,28 19,22
		То	TAL	••	••	146	65,665	342	198,659	1,050	402,822	1,538 \	665,14
						(1	b.) Stea	m Vess	els.		<u>-</u>		
							·,	<del>,</del>	(1.) Hom	E TRADE.			,
Founderings Strandings Collisions	••	::	::	::	::	10 9	274 1,765 3,832	- 57 71	11,499	172 215	40,764	5 239 295	54,02
Other Causes dissing Vessels	::	::	::	::	••	i	5,852 5 423	- 93	23,423 24,044	218	65,879 49,555	312	93,13 73,60 42
•		То	TAL	••		26	6,299	221	58,966	605	156,198	862	221,46
									(2.) FORE	GN TRADE	,		
Counderings			••		••	7 38	5,544 55,655	148	230,147	304	521,491	7 485	5,54 807,29
Collisions Other Causes Missing Vessels	::	••	::	••	::	9 1 4	10,182 1,776 5,211	85 216	150,491 400,875	194 578	359,926 1,079.118	288 795 4	520,59 1,481,76 5,21
Elional Control	••	то	TAL			<del></del>	78,363	449	781,513	1,076	1,960,535	1,579	2,830,41
									(3.) T	TOTAL.		<del></del>	·
Founderings		::				12 43	5,818 57,420	205	241.646	478	562,255	12 724	5,81 861 32
Collisions Other Causes Missing Vessels	••	::	••	::	::	43 18 2 5	14,014 1,781	156 309	173,914 424,919	409 796	425,805 1,128,673	583 1,107	861,32 613,73 1,565,37
MISSING A COSCIO	••	 <b>T</b> o	TAL	••	·	83	5,634 84,667	670	840,479	1,681	2,116,733	2,431	5,63 3,041,87
						<u> </u>	(c.)	Total.	· <u>·</u>	<u> </u>		•	
****									(1.) Hom	E TRADE.			
Counderings			••	••		20 69	1,349 7 167	124	16,472	371	56,889	20 564	1,34 80,52
Collisions Other Causes Missing Vessels	::	::	::	••	::	30 3	7.167 5,771 109	132 183	28,445 32,479	493 535	89,353 78,038	655 721	123,56 110,62 77
grastrik A ceacts	••	 То	TAL	••	••	128.	778 15,174	439	77,396	1,399	224,280	1,986	316,850
							J	<u> </u>	(2.) FORE	GN TRADE	<u> </u>		!
Counderings	••	••	••	••		13 50	12,637 73,798		<u> </u>	1	E03 01E	13	12,63
Collisions Other Causes	::	::	::	::	::	1" 8	11,378 13,266	164 97 313	253,954 165,692 540,096	339 227 766	568.315 400,288 1,326,672	553 334 1,086	896,06 577,35 1,880,03
Missing Vessels	••	 То	TAL		••	98	24,079 135,158	<u> </u>	959,742	1,333	2,295,275	2,003	3,390,178
							1 200,100	1	<u> </u>	OTAL.	-,,-	1	1 0,000,210
Founderings						33	13.986			<del>  -</del>		. 33	13,98
Strandings Collisions Other Causes	••	••	•••	••	::	119 40 11	80,965 17,149 13,375	288 229 495	270,426 194,137 579,575	710 720 1,301	625,204 489,641 1,404,710	1,117 98 <i>3</i> 1,807	976,59 700,92 1,930,66
Missing Vessels	::	••	••	••	••	23	24,857		572,575			23	24,85
		TO	TAL	••	••	226	150,332	1,012	1,037,138	2,731	<b>2,519,55</b> 5	3,969	3,707,02

TABLE 3. Cargoes:—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the Description of CARGOES carried by the Vessels when the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

(A vessel to		mor	e thai	one	casua	lty oc	currec	l in th	e per	iod is	enter	ed for	r eacl	CABU	alty.)			
	Founder- ings.		Stran	dings.			Collis	ions.		(	ther (	Causes		,		Tot	al.	
Cargoes.	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Ossualtios.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Missing Vessels.	Total Lorses.	Serious Casualties.	Minor Casualties.	Total.
Ballast Timber Grain Coal Metallic Ores, &c Machinery, Wrought Iron, &c. Stone, Slate, Lime, Bricks,	2 1 3 4 1 - 5	17 3 6 23 1 1	18 1 10 17 2 3 17	48 8 25 54 2 6 44	83 11 41 94 5 9 75	4 - 3 - 1 9	8 4 1 12 3 5 23	56 9 14 65 8 4 54	68 13 15 80 11 10 86	- 1 2 - 1	20 5 17 26 8 4 40	44 14 47 147 9 9	64 19 65 175 17 13 145	8	31 3 10 36 2 1 31	46 10 28 55 13 12 80	148 51 86 266 19 19 202	225 44 124 357 34 32 313
Clay, Cement, &c. Salt, Soda, Potash, &c. Guano, &c. Dung, &c. Hay, Straw, &c. Sugar, Molasses, &c Tea, Coffee, Spices, &c. Potatoes, Fruit, &c. Cotton, Wool, &c. Wine, Spirits, &c. Fish, Oil, &c. Explosive Oils, &c.	1 1 2	43   1   1   23	6 	10 11 	14 20  1  2  15 15 10	- 4 	1312       131	3 12 1 2 1 -2 3 -5 9 2 15	19 22 4 1 2 3 6 13 18	3	5 16 2 	12 48 - 2 - 2 - 7 26 1	17 66 2 2 4 2 14 47 65	1  -  -  -  -  -  -	8 10 - 2 - 3 7 2 2	8 25 3 2   2 2 2   9 26 5 14	25 71 1 2 3 6 3 1 15 42 5 39	37 106 4 4 5 - 8 5 1 27 75 125
Various					4		3	46	49	=	1	16	25 17	=		4	66	55 70
TOTAL	21	76	83	234	393	22	73	311	406	9	186	505	700	18	146	342	1,050	1,538
	1 1	1	<u> </u>	l	( <b>b.</b> )	Ste	ama T	7055	els.	<u>.</u>	<u> </u>			ì	I	1	1	<u> </u>
Ballast Timber Grain Coal Coal Metallic Ores, &c. Machinery, Wrought Iron, &c. Stone, Slate, Lime, Bricks, Clay, Cement, &c. Salt, Soda, Potash, &c. Gruano, &c. Dung, &c. Hay, Straw, &c. Sugar, Molasses, &c. Tea, Coffee, Spices, &c. Potatoes, Fruit, &c. Cotton, Wool, &c. Wine, Spirits, &c. General Explosive Cils, &c. Various Unknown	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8 1 3 8 6 -2 1 	51 17 23 14 4 5 1 1 4 - 2 1 1 4 - 30 3 12 2	122 20 60 70 31 7 13 4 7 4 4 2 3 3 2 101 3 14	181 38 86 110 51 11 20 6 11 5 6 11 7 142 6 22 16	552 1 1 1 5 5	57 3 6 31 2 1 1 2 1 1 - 2 1 1 - 44 3 2 2	149 90 200 588 9 20 10 1 1 1 4 	210 12 26 94 13 13 1 1 2 1 7 - 6 1 1 137 4 10 41	1	76 11 15 38 11 6 10 ———————————————————————————————	165 63 49 96 42 8 15 2 7 4 16 9 14 213 10 17 62	242 74 64 134 25 2 7 6 20 1 12 16 6 308 18 28 77	1 3 	16 2 4 18 9 1 1 1 1 1 1 1 1 2 1 1 7 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	184 \$1 44 101 28 11 17 15 	436 92 129 224 82 17 38 7 15 1 17 17 	636 125 127 343 119 29 59 21 11 33 3 22 25 7 588 861 134
TOTAL	12	43	205	476	724	18	156	409	583	2	309	796	1,107	5	80	670	1,681	2,431
	•			1		(c.)	Tota	al.		1			<del></del>					
Ballast Timber Crain Coal Metallic Ores, &c. Machinery, Wrought Iron, &c. Stone, Slate, Lime, Bricks, Clay, Cement, &c. Salt, Soda, Potash, &c. Guano, &c. Dung, &c. Hay, Straw, &c. Sugar, Molasses, &c. Tea, Coffee, Spices, &c. Potatoes, Fruit, &c. Cotton, Wool, &c. Wine, Spirits, &c. Fish, Oil, &c. Explosive Oils, &c. Various Unknown	424 682 16 11	25 3 9 17 16 5 3 -1 1 -1 -2 14 -1	69 18 349 16 7 22 1 10 — 2 — 1 35 3 15 2	170 28 85 124 33 13 57 14 18 4 4 2 5 2 108 5 108	284 49 127 204 566 20 85 20 31 	8 - 8 2 1 10 10 - 4 6 6	85 77 43 66 25 24 1 1 2 2 1 47 6 6 5	205 18 34 123 17 64 4 13 22 25 7 7 4 	278 245 41 174 25 13 4 8 8 4 7 150 6 8 20 8 90	1 2 - 2 3 1 1	96 16 32 64 19 10 50 50 50 16 22 4 1 1 13 13 18 16	209 77 96 243 51 119 14 55 4 18 11 14 11 239 11 34 78	306 93 129 309 70 27 170 19 73 2 6 6 22 1 1 18 20 355 24 53 94	9 - 7 - 2 1 1 - 1 - 1 - 1 1	47 5 14 54 11 2 35 7 11 1 3 - 2 34 24 25	230 41 722 156 41 23 97 7 30 3 4 4 8 1 1 195 169 23	584 123 215 490 101 32 86 240 27 23 20 10 27 23 20 444 22 72 181	861 169 301 153 61 372 46 127 5 15 138 3 30 11 34 663 40 116
TOTAL	33	119	288	710	1,117	40	229	720	989	11	495	1,301	1,807	23	226	1,012	2,731	3,869

Note.—For the tonnage and cargoes of merchant vessels registered in the United Kingdom which were totally lost at sea, see Table 4.

TABLE 4. Cargoes and Tonnage. Total Losses only:—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and the Description of Cargoes carried by the Vessels when Lost.

distinguishing Sailing Vesse and the Description of CAR	GOES carrie	d by	the Ve	sels	when I	ost.	o mag 1	. www.i	J Jr UII	- <b>-</b> -	~~~~
	Founderings.	1	ndings.		llisions.		Other Causes.		fissing essels.		Total.
Cargoes	No. Tonnage	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage
Ballast Timber Grain Coal Metallic Ores. &c Machinery, Wrought Iron, &c. Stone, Slate, Lime, Bricks, Clay, Cement,	2 1.615 1 1,346 3 239 4 2,322 1 153 	17 2 6 23 1 1	2,668 571 4,877 8,278 96 —	4 - 3 - 1 9	318   248  89 904	- 1 2 - 1	2,169 3,829 — — 37	8 - 4 - 2	12,934 — 537 — 193	31 3 10 36 2 1 31	17,535 1,917 7,285 15,214 249 89 2,347
&c. Salt, Soda, Potash, &c. Guano, &c. Dung, &c. Dung, &c. Hay, Straw, &c. Sugar, Molasses, &c. Tea, Coffee, Spices, &c. Potatoes, Fruit, &c. Cotton, Wool, &c. Wine, Spirits, &c. Fish, Oil, &c. General Explosive Oils, &c. Various Unknown	1 184	1 - 2 3	585 253  984   169 4,209	4	380      1,196 	3	3,715 	1	137 999 — 1,582 — — — — — — 2,851	6 10 - 2 - - - 3 7 2 2 2	846 5,347 — 2,566 — — — — — — — 194 7,249 4,722 — 105
TOTAL	21 8,168	76	23,545	22	3,135	9	11,594	18	19,223	146	65,665
•	(b.)	Ste	am Ve	550	ls.						<u></u>
Ballast Timber Grain Coal Metallic Ores, &c Machinery, Wrought Iron, &c. Stone, Slate, Lime, Bricks, Clay, Cement, &c. Guano, &c. Dung, &c. Light, &c. Light, &c. Guano, &c. Light, &c. Light, &c. Light, &c. Light, &c.	2 618 1 1,022 1 56 2 92 1 491 1 62 1 64 	8 1 3 8 6  2 1	7,158 1,527 6,131 9,577 6,511 469 1,797 —	4 - 5 2 - 1	2,772  4,963 1,955  337	1 = = = = = = = = = = = = = = = = = = =	5     	3	201  3,250   	16 22 4 18 9 1 4	10,744 2,549 6,197 17,882 8,957 62 870 1,797 1,588 2,109
Sugar, Molasses, &c. Tea, Coffee, Spices, &c. Potatoes, Fruit, &c. Ootton, Wool, &c. Wine, Spirits, &c. Fish, Oil, &c. General Explosive Oils, &c. Various Unknown		- - 1 - 1 - 1	1,523 — 17,181 3,442	- - - 5 - -	167   3,820  			1	2,183 	1 - 2 - 17 - 3	21,567 6,482
TOTAL	12 5,818	43	57,420	18	14,014	2	1,781	5	5,634	80	84,667
		(0.)	Tota	L.							
Ballast Timber Grain Ocal Metallic Ores, &c. Machinery, Wrought Iron, &c. Stone, Slate, Lime, Bricks, Clay, Cement, &c. Salt, Soda, Potash, &c. Guano, &c. Dung, &c. Hay, Straw, &c. Sugar, Molasses, &c. Tea, Coffee, Spices, &c. Potatoes, Fruit, &c. Cotton, Wool, &c. Wine, Spirits, &c. Fish, Oil, &c. General	4 2,228 2 2,388 4 2,95 6 2,414 2 644 1 62 6 372 1 1,688 	25 3 9 81 7 16 5 5 - 1 1	9,821 2,098 11,006 17,856 6,607 1,374 2,332 253 2,100 984 — 1,523 — 1,523 — 1,523 — 1,523 — 1,523	8 - 8 2 1 10 - 4 - 1 6	3,090 	1 1 2 - 1 - - - - - - - - - - - - - - -	5 2,169 3,829 — 37 — 3,715 — — — — — —	9 - 7 - 2 - 1 - 1 - 1 - 1 - 1 - 1	13,135 3,787  193 127 909  1,582  2,188	47 54 54 11 22 85 7 11 13 - 2 - 3 24	28,279 4,496 13,472 33,096 9,206 9,206 151 3,217 2,643 6,935 2,109 2,733 3,706 194

Note. - For the cargoes of merchant vessels registered in the United Kingdom which met with Son Casualties, see Table 3.

119

Table 5. Tonnages:—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the Approximate Tonnages of the Vessels.

, (a.) Sailing Vessels.

	(A ves	sel t	o whi	ch mo	re th	an one	e casu	alty o	occuri	ed in	the p	eriod	is ent	ered f	or eac	h cas	ualty.	)		
			Founder- ings.		Strand	lings.			Collis	sions.		c	ther C	lauses.	,			То	tal.	
	Tonnages.		Total Losses.	Total Losses.	Serious Casualties.	Minor Carualties.	Total.	Total Losses,	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Missing Vessels	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 5	60 tons		6	16	26	57	99	4	25	84	113	1	18	48	67	2	29	69	189	287
	nd under 100 tons	•	7	30	29	113	172	9	21	146	176	1	55	195	251	2	49	105	454	608
100	, 200 ,	••	8	12	13 2	27	52	8	16	41	65	-	17	89	108	2	25	46	157	228
200 300	,, 300 ,, ,, 400 ,,	••		4 3	-	6	12 4	_	1	12 3	13 3	_	8	- 10 4	18 5	1	4	11	28 8	43 13
400	" 400 " " 500 "		_		_	2	2	_	_	1	1	_	3	3	6		_	3	8	9
<b>50</b> 0	,, 600 ,,		_	-	_	1	1	_l	_	_	_	1	_	1	3	1	2	_	2	4
600	,, 700 ,,		-	-	-	-				-	-	-	1	5	6	-	- 1	1	5	6
700	, 800 ,		1	1	1	1	3	-	-	-	-	-	2	4	6	1	3	3	5	11
800	" 1,000 "	••	-	4	-	-	4	-	2	4	6	-	7	12	19	1	5	9	16	30
1,000	" 1,200 "	••	_		_	2	2	1	1	2	4	1	3	13	17	-	2	4	17	23
1,200 1,500	,, 1,500 ,, ,, 2,000 ,,		2 2	4	4 2	7 10	11 16		3 1	5 6	8 7	- 2	17 37	39 56	56 95	5	2 13	24 40	51 72	77 126
2,000	,, 2,500 ,			1	5	7	13	_	3	8	ģ	3	14	24	41	3	6	22	37	12n 6ō
2,500	, 3,000 ,,		_	i	1		2	_	_	1	1	_	3	3	5	1	2	4	3	9
	ons and above		-1	_	_	-1	-	_	-	-		-	-			_	_	_	_	_
	TOTAL		21	76	83	234	393	22	73	311	408	9	186	505	700	18	146	342	1,050	1,588
		1	<b>!</b>			l	(b.)	Ste	am	Ves	sels	•	!	'	<u>'</u>	·		<u>'</u>	<u></u> '	·
Under 5	50 tong	1	_,1	1	7,7	29	40		12	40	52	,	19	44	<b>EO</b>			36	113	151
	nd under 100 tons		1	4	11 18	39	40 61	1	9	27	37	1	13 22	44 43	58 65		2 9	30 49	109	151 167
100	, 200 ,		_1	3	11	33	47	i	10	45	56	_	26	54	80	_	4	47	132	183
200	, 300 ,		1	_	6	24	30		6	13	19	_	10	24	34	1	2	22	61	85
300	" 400 "		-	3	4	18	25	3	8	17	28	-	7	27	34	-	6	19	62	87
400	" 500 "		2	-	6	16	22	-	10	21	31	-	6	24	30	1	3	22	61	86
500	, 600 ,		1	-	1	16	17	2	9	22	83		18	15	33	. —	3	28	53	84
600	,, 700 ,,		_	-	7 8	11 18	18 27	2	7 2	21 20	30 23	-	5 9	18	23 32	-	2 2	19 19	50 <b>61</b>	71
700 800	,, 800 ,, ,, 1,000 ,,	••	_	1 8	20	23	46	2	11	27	40	-	11	23 43	54	_	5	42	83	82 14 <b>9</b>
1,000	" 1,000 " " 1,200 "		1	6	15	23	44	1	7	18	26	_	19	45	64	1	9	41	86	136
1,200	,, 1,500 ,,		1	6	28	53	87	5	13	31	49	_	26	79	105	· _	12	67	163	242
1,500	,, 2,000 ,,		1	10	40	95	145	-	22	43	<b>6</b> 5	1	56	134	191	1	13	118	272	403
2,000	" 2,500 "			2	19	48	69	-	21	35	56	-	33	109	142	1	3	73	192	268
2,500	,, 3,000 ,,	••	-	2	6	12	20	-	3	11	14	-	26	55 .	81	-	2	<b>3</b> 5	78	115
<b>3,0</b> 00 to	ons and above	•••	_		5	18	26		6	18	24		22	59	81		3	33	95	131
	TOTAL		12	43	<b>20</b> 5	476	724	18	156	409	583	2	309	796	1,107	5	80	670	1,681	2,431
			,					(c.	) <b>T</b> (	tal.	·		,————							
Under 5	50 tons		7	16	37	86	139	4	37	124	165	2	81	92	125	2	31	105	302	438
	nd under 100 tons		11	34	47	152	233	10	30	173	213	1	77	<b>23</b> 8	316	2	58	154	563	775
100	, 200 ,	••	8	15	24	60	99	9	26	86	121	-	43	143	186	2	29	93	389	411
200	, 300 ,	••	•1	4	8	30	42	-	7	25	82	_	18	34 91	52	1	6	33	89	129
<b>80</b> 0 <b>400</b>	" 400 " " 500 "	••		6	4 6	19 18	29 24	3 —	10	20 22	31 32	_	8	31 27	39 36	1	10	20 25	70 67	100 95
500	900	••	1	_	1	17	18	3	9	22	33	1	18	16	35	ì	5	28	55	88
600	, 700 ,	•	J. I	-	7	11	18	2	7	21	30	_	6	23	29	_	2	20	55	77
700	, 800 .,			2	9	19	30	1	2	20	23	-	11	27	38	1	5	23	66	93
800	, 1,000 ,		-	7	20	23	50	2	13	31	46	-	18	55	73	1	10	51	109	170
1,000	, 1,200 ,	••		6	15	25	46	2	8	20	30	1	22	58	81	1	11	45	103	159
1,200	, 1,500 ,	••		6	32	80	88	5	16	36	57	۱ -	43	118	161	-	14	91	214	319
1,500	,, 2,000 ,,	••	l	14	42	105	161	-	28	49	72	3	93	190	286	6	26	158	314	528
2,000 2,500	, 2,500 , , 3,000 ,	••	1	3	24	55 12	82 22		24	12	65 15	3	47 29	133	183	3 1	9	95 39	229 81	323 124
•	,, 3,000 ,, tons and above		_	3	5	18	26	<u> </u>	6	18	24	Ŀ	22	59	81	=	3	33	95	131
	TOTAL		33	119	288	710	1,117	40	229	720	989	11	495	1,301	1,807	28	226	1,012	2,731	3,969

TABLE 6. Ages:—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the AGES of the Vessels when the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

					Founder- ings.		Stran	dings.			Collis	dons.		(	Other	Cause	L.			To	otal.	
		Ages.			Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Missing Vessels.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under	т 3 уеа:	rs			1	_	1	4	5	_	6	6	12	_	7	в	13	_	1	14	16	31
	nd not e	xceedi		years	_	1	4	10	15	-	5	19	24	-	10	34	44	3	4	19	63	86
8 11	<b>31</b>	,,	10 14	**	1	1 2	. 8 .2	8	17 10	1	6 4	14 19	21 24	2 2	28 15	42 38	72 55	5 1	10 6	42 21	64	116 90
15	"	**	20	"	1	9	8	25	42	2	4	37	43	2	33	67	102	3	16	45	129	190
31	29	"	30	10	7	20	20	66	106	11	24	74	109	3	41	135	179	2	43	85	275	403
31	,,	••	40	"	3	21	18	70	109	4	15	85	104	_	33	108	141	3	31	66	263	360
41 51	17	**	50 60	**	3	8	13	27 8	48 17	3	3 5	29 13	35 18	_	12 5	42 22	54 27	_1	15 8	28 12	98 43	141
61	"	"	70	"	2	3	3	4	10		1	2	3	_	1	4	5		5	5	10	20
71	,,	,, H	80	"	_	1	2	3	6	-		6	6	_	1	2	3		ı	3	11	15
81	"	**	90	,,	1	3	1	1	4	-		1	1		-	2	2	-	3	3	4	8
91	"	,,	100	"	_	1	_	1 1	2	_	-	1	1		-	-	,	<u> </u>	1	-	7	3 7
Unkn	OWN	a upwa	iras	•••	1	_	1	_'	1	_	-	5	5	_		1 2	1 2	1		1	2	5
011211									ļ <u> </u>		ļ									ļ		
	Тота	AL	••	••	21	76	83	234	393	22	73	311	406	9	186	505	700	18	146	342	1,050	1,538
									( <b>b</b> .)	Ste	am	Ves	sels		·	<u> </u>	·		•	·		<u> </u>
					3	5		000	100	<u> </u>	Ī					1,,,	1,00	١,		94	300	403
	r 3 yea 1d not e		ng 7	years	1	5	27 5 <b>6</b>	96 109	128 170	1	17 33	64 81	81 115	_ 1	50 60	140	190 227	1	9	149	356	514
8	<u></u>	"	10	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	_	3	17	76	96	2	30	51	73	_	43	108	151	ī	6	80	235	321
11	**	**	14	**	_	7	32	58	92	2	34	46	72	-	47	105	152	1	10	103	204	317
15	**	*	20	"	2	11	41	67	119	3	27	77	107	— <sub>_</sub>	54	148	202	-	16	122	292	430
21 31	**	"	30 40	*	5 1	8	25 6	53 18	86 27	8 <sup>,</sup>	28 6	63 22	99 29	1	38 15	90	129 42	_ 1	22 6	91 27	206	319 100
41	"	"	50	"	_	1	ľ	3	5	i	li	5	7	_	2	10	12		3	4	18	24
51	"	,,	60	19		-	_	_	-			_	_	_		_	_	_	-	_	-	
61	**	**	70	"	-	-	-	1	,1	-	-	-	-	-	-	-		-	-	-	1	1
71 81	10	**	80 90	"	_		_	_	_	-	-	-	-	_	-	_	_		_	_	_	_
91	"	"	100	*	_	_	_	_	_		_	_	_	_	_	1	1	_	_	_		- <sub>1</sub>
	ars an			"	-	-		-	_	_	_	_	-	_			_	_	_	-		-
Unkn	own.		••		-	-	-		-	-	-	-	-	-		1	1	-	-	-	1	1
	TOTA	и			12	43	205	476	724	18	156	409	583	2	309	796	1,107	5	80	670	1,681	2,431
				'					·	(c.	) <b>T</b> o	tal.		<u>.                                    </u>	ı	<u> </u>	!	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u>!</u> -
						_					]								<u>.</u> .		1	<u> </u>
	r 3 yea: id not e		 ng 7 ·	Verra	4	5 6	28 60	100 119	133 185	-	23 38	70 100	93 139	- 1	57 70	146 200	203 271	1	10 13	108	316 419	434 600
8	, nore	"	10	,, ,,	1	4	25	84	113	3	36 36	65	94	3	71	150	323	8	16	122	299	437
11	"	**	14	,,	-	9	34	59	102	3	28	65	96	2	62	143	207	2	16	124	287	407
15	79	**	20	,	3	20	49	92	161	5	31	114	150	2	87	215	304	2	32	167	421	620
21 31	**	**	30 40	"	12 4	28 24	45 24	119 88	192 136	19 5	52 21	137 107	208 133	_4	79 48	225 135	308 183	2	85 37	176 93	481 330	723 460
31 41	"	"	50	"	3	24 9	24 14	30	136 53	4	31 4	107 34	133 42	_	48 14	135 52	183	1	17	32	116	165
51	"	"	60	"	1	7	2	8	17		5	13	18	_	5	22	27		8	12	43	63
61	**	"	70	,,	2	3	3	5	11	-	1	2	3	-	1	4	5	-	5	5	11	21
71	**	"	80	"	-	1	2	3	6	_	-	6	8	-	1	2	3		1	3	11	15
81 91	*	n	90 100	n	1	2 1	1	1	4 2	-	_	1	1 1	_	_	2 1	2 1	_	3 1	1	4 8	8
	ars and	" l upwa		"	_	_	_	1	1	_	_	5	5	_	_	1	1	_		_	7	7
			••		1	_ [	1		î	-	_	_		_	_	3	3	1	2	1	3	8
Unkn	OWA .			1			,					,										

Note.—For the tonnage and ages of merchant vessels registered in the United Kingdom which were totally lost at sea, see Table 7.

TABLE 7. Ages and Tonnage.—Total Losses only:—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and the AGES of the Vessels.

(a.)	) Sa	iling	Vess	els.
------	------	-------	------	------

			Lges.				Fou	nderings.	Str	andings.	Co	llisions.		Other auses.		issing essels.	,	Total.
		•	<b>18</b> 00.	÷			No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	er 3 years		· <u>·</u>	••		••	1	1,871	-	-		_	_	-	_	_	1	1,871
3 a.	nd not ex				••	••	-	90	1	1,799	-	- 70	_	4075	3	3,397	4	5,196
0 11	**	**	10 14	"	••	••	]		2	5,009	1	78 77	2 2	4,317 8,685	5 1	11,172	10 6	16,032 8,840
15	"	"	20	"	••	••	1	1,566	9	7,558	2	1,295	2	1,778	3	2,381	16	14,578
21	,,	,,	30	"			7	3,986	20	3,924	11	1,009	3	1,814	2	502	48	11,235
31	99	*	40	**	••	••	3	263	21	3,189	4	383	-		3	1,531	31	5,306
41	**	"	50	"	••	••	3	182	8	542	3	293	-	_	1	124	15	1,141
51 61	91	"	60	**	••	••	1 2	36 62	7	485	_	_	-	_	_	-	8	521
71	**	17	70 80	"	••	••	2		1	399 97	_	_	_	_	-	_	5 1	461 97
81	**	n 11	90	"	••		1	49	3	114	_		_	_	_		3	163
91	,,	**	100	**	••				ī	54	_	_	l _	_	_		i	54
101 y	ears and	up wa	rds		••		-			-	_	-	_	_	_	_	_	-
Unk	nown	••	••	••	••		1	63	-	-	-	-	-	-	1	47	2	110
,	TOTAL	<b>.</b>	••		••		21	8,168	76	23,545	22	3,135	9	11,594	18	19,223	146	<b>6</b> 5, <b>665</b>
								(b	.) S	team 7	7055	els.						
Unde	or 3 years	• • •					3	325	5	12,299	_	_	_	_	1	201	9	12.825
	nd not ex		ng 7	years			1	408	5	9,928	1	167	1	1,776	1	2,183	9	14,462
8	,,		10	,,			_		3	4,505	3	1,535	-	_	1	1,125	6	7,165
11	**	29	14	39	••		_	-	7	9,938	2	2,001	-	-	1	1,702	10	13,641
15	**	**	20	11	••	••	2	1,062	11	9,656	3	2,247	-	-	_	-	16	<b>12,96</b> 5
21 31	**	"	30	**	••	••	5	3,457	8	8,881	8	7,150	1	5	_	-	22	19,493
41	**	**	40 50	**	••	••	1	566	1	1,872 341	1	577 <b>3</b> 37	_		1	423	6 2	3,438 678
51	)1 91	31 31	60	"	••		_	_			_		_	_		_		- 0/8
61	**	99	70	"				_	_	_	_	_	_	_		_	_	_
71	"	19	80	11	••		_	-	-	-			-	-	_	_	_	
81	<b>19</b>	**	90	19	••	••	-	-	_	- 1	_	-	_	-	_	_	-	_
91	,, 	"	100	**	••	••	_	-	_	- 1	-	-	_	-		-	-	-
•	ears and	upwa	ras	••	••	••	_	_	_	_	_	_	_	_	_	-	_	_
Ouki	iowii	••	••	••	••	••							_		_		<u> </u>	
	TOTAL		••	••	••		12	5,818	43	57,420 ·	18	14,014	2	1,781	5	5,634	80	84,667
									(	o.) Tot	al.							
Unde	er 3 years						4	2,196	5	12,299	_	_	_		1	201	10	14,696
	nd not ex				••		1	408	6	11,727	1	167	1	1,776	4	5,580	13	19,658
8	**	**	10	99	••		1	90	4	4,880	3	1,613	2	4,317	6	12,297	16	23,197
11	. "	,,	14	**	••		-	-	9	14,947	3	2,078	2	3,685	2	1,771	16	22,481
15	**	**	20	,,	••	••	3	2,628	20	17,214	5	3,542	2	1,778	2	2,381	32	27,543
21 21	**	**	<b>30</b>	"	••	••	12	7,443	28	12,805	19 5	8,159	4	1,819	2	502	65	30,728
31 41	**	"	40 50	"	••	•••	4	829 182	24 9	5,061 883	4	960 630	_	_	4	1,954 124	37 17	8,804 1,819
51	\$1 22	"	80	"	••	••	1	36	7	485	_	-	_	_	_		8	521
61	"	,,	70	"	••	••	2	62	3	399	_		_		_		5	461
71	71	91	80	11	••	••	-	-	1	97	-	·	-	-	_	-	1	97
81	"	,	90	**	••	••	1	49	2	114	-		-	· -	-	-	3	163
91	"	77	100	n	••	••	-		1	54	-	-	-	-		-	1	54
-	ears and	upwa		••	••	••	-		_	_	_	_	_	_	1		_ 2	110
UNKI	nown	••	••	••	••	••	1	63							1	47		110
	TOTAL	·					33	13,986	119	80,965	40	17,149	11	13,375	23	24,857	226	150,332

TABLE 8.—Iron, Steel, Composite, or Wood:—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the MATERIALS of which the Vessels were CONSTRUCTED.

(a.) Sailing Vessels.

(A vesser to which it	1	Iron.	,	Steel.	<u> </u>	nposite.		Vood.		otal.
Nature of the Casualties.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Founderings (Total Losses)	3	2,416	1	1,871	_	_	17	3,881	21	8,168
Strandings: Total Losses	8 6 25	8,249 8,618 27,629	5 8 11	9,133 14,802 17,395	_1		63 68 198	6,163 5,180 17,92ŏ	76 83 234	23,545 28,780 62,949
Minor Casualties	39	44,498	24	41,330	1	180	329	29,388	398	115,274
Collisions: Total Losses Serious Casualties	2 6 29	1,371 7,832 26,488	_ 4 8	7,118 13,459	=		20 63 273	1,764 5,283 23,814	22 73 311	3,135 20,228 63,836
Minor Casualties	37	35,681	12	20,577	1	75	356	30,881	406	87,194
Other Causes: Total Losses Serious Casualties	4 48 90	5,606 65,073 :112,849	3 40 78	5,884 69,680 128,697	=		2 100 336	104 12,903 34,468	9 186 505	11,594 147,856 276,037
TOTAL	140	183,528	121	204,261	1	23	438	47,475	700	435,237
Missing Vessels	4	3,463	7	14,486	1	500	6	774	18	19,223
From all Causes: Total Losses Serious Clasualties Minor Casualties.	21 58 144	21,105 81,513 166,966	16 53 97	31,374 91,600 159,551	1 1 2	500 180 98	108 231 807	12,686 23,366 76,307	146 342 1,060	65,666 196,659 402,823
TOTAL	223	269,584	165	282,525	4	778	1,146	112,259	1,538	665,146
		( <b>b</b> .)	Stea	m Vess	ols.	<u> </u>			<u> </u>	
Founderings (Total Losses)	7	5,033	4	733	l –	-	1	52	12	5,818
Strandings: Total Losses Serious Casualties Minor Casualties.	21 80 172	20,380 49,608 127,050	21 122 396	36,988 191,588 434,883	= 1		3 8	450 322	43 205 476	57,420 241,646 562,255
TOTAL	273	197,038	439	663,459	1	52	11	772	724	861,321
Collisions: Total Losses Serious Casualties Minor Casualties.	12 69 170	10,305 50,548 103,194	6 85 224	3,709 123,359 819,873	- 1	- 5 7	_ 1 14	- 2 731	18 156 409	14,014 173,914 425,805
TOTAL	251	166,047	315	446,941	2	13	15	733	583	613,733
Other Causes: Total Losses Serious Casualties Minor Casualties	117 303	92,385 248,457	1 188 474	1,778 332,357 883,865	<u>-</u>	=	1 4 19	177 1,351	2 309 796	1,781 424,919 1,128,673
TOTAL	420	335,843	663	1,217,998		_	. 24	1,533	1,107	1,555,373
Missing Vessels	1	423	4	5,211	-		<u> </u>		ō	5,634
Total Losses Serious Casualties Minor Casualties.	286 645	36,141 192,541 475,701	36 395 994	48,417 647,304 1,638,621	1 1	52 5 7	2 8 41	57 639 3,404	80 670 1,681	84,667 840,479 2,116,738
TOTAL	952	704,383	1,425	2,334,342	3	64	51	3,090	2,431	3,041,879
			(0.)	Total.		····				
Founderings (Total Losses)	10	7,449	5	2,604	<u> </u>		18	3,933	33	13,986
Strandings: Total Losses Serious Casualties Minor Casualties.	86	23,629 58,226 154,679	26 130 307	46,121 206,390 452,278	1 -1		63 71 206	6,163 5,630 18,247	119 284 710	80,965 270,426 625,204
TOTAL	312	241,534	463	704,789	2	232	340	30,040	1,117	976,595
Collisions: Total Losses Serious Casualties Minor Casualties.	75	11,676 58,370 131,682	6 89 232	3,709 130,477 333,832		- 5 82	20 64 287	1,764 5,385 24,545	40 329 720	17,149 194,137 489,641
TOTAL	288	201,728	327	487,518	8	87	371	31,594	989	700,927
Other Causes: Total Losses Serious Casualties	163	5,606 157,458 356,306	228 553	7,860 402,037 1,012,562	_ _ 1		3 104 356	109 13,080 35,819	11 495 1,301	13,375 572,575 1,404,710
TOTAL	560	519,370	784	1,422,259	1	23	462	49,008	1,807	1,990,660
Missing Vessels	5	3,886	11	19,697	1	500	6	774	23	24,857
Total Losses	334 789	57,246 374,064 642,667	52 447 1,091	79.791 738,904 1,798,173	2. 2 3	552 185 105	110 239 848	12.743 23,995 78,611	226 1,012 2,731	150,332 1,037,135 2,519,556
TOTAL	1,175	973,987	1,590	2,616,867	7	812	1,197	115,349	3,969	3,707,025

TABLE 9. Causes:—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties (other than Collisions\*) occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties (other than Collisions) Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and, as far as reported, the Causes to which the Casualties were attributed.

#### (a.) Sailing Vessels.

(A Vessel to which more than	Founder-			di <b>ng</b> ∗.				Cause		<u> </u>	<i>-</i>		tal.	
Causes.	Total Losses,	Totul Lotser.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Scrious Casualties.	Minor Casualties.	Total.	Missing Vessels.	Total Говчен.	Serious Casualties.	Minor Castalties.	Total.
CLASS 1.	1						 !							
Cases connected with Equipments or Stowaye.		l					į			l	i			i
Improper Stowage or Ballasting		,		_	1		! _		_		1		_	1
Overloading		l		_		_	-			_		_		_,
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	- 1 4	1	2		3	-	11	30	41	-	5	13	30	1×
TOTAL	. 1 1	2	2		-4	_	-11	30	41		в	13	<b>3</b> 0	40
Class 2.	_		<del></del>	!		<u> </u>	=	<u> </u>	-	<u> </u>	<u>!                                    </u>	<del></del>		<del></del>
Cases connected with Navigation and Scamanship.	i		ļ								l			
Error, &c. of Masters, Officers, or Crew	.	15	10	58	83	_		3	3	_	15	10	61	жь
Error, &c. of Pilots	.! -	1	2	8	11	_	_ :	_		l _	1	2	8	12
TOTAL		16	12	66	94	_		3	3		16	12	- 69	97
Class 3.	!	<u> </u>		=- ;						<u> </u>	L.			
Cases connected with Machinery or Boilers.		j	ļ	l								'		
Breakdowns and Explosions	. 1	_	_ !	_	_		1	_	1		_	1		1
•	.						1					•		1
CLASS 4. Other Cases.										1				
Intentional Destruction, i.e., Scuttling, Casting Away	r,   _	_	-	- [	_	_	_	_	_	<b> </b>	_	_	_	_
&c. Explosions of Coal Gas	.   -	-	-	-	_	_	_	_	_		_	_	_	_
Other Explosions	.	-		-	_	-	1	_ !	1	_	<b>-</b> . ′	1	_	1
Spontaneous Combustion of Coal				-		3	2	9	14	-	3	2	9	14
" " Other Substances .	$\cdot   \cdot  $	-	-		-	_	1	_	. 1	_	_	1		1
Fires, other than Spontaneous Combustion	.   _	-	_		_	5	2	5	12	_	5	2	5	12
Inevitable Accident		5	6	34	45	1	10	16	27	-	6	16	50	72
Striking Rocks or Shoals not marked on Charts .		_	_		_	-	_	_		_	_	_	_	_
Want of Lights or Buoys on Coasts or Shoals	.   -	-		1	1	-	_	_	_	-	_	_	1	1
Contact with Ice	.	-	-	-	-	-	1	- '	1	-	_	1	_	1
Striking on Floating or Sunken Wreck	.	-	5	1	6	-	1	3	4	_	_	6	4	10
Failure of, or Damage to, Steering Gear	.		1	1	2	_	1	4	5	-	-	2	5	7
Want of Pilot	.   -	-	-	1	1	_	- j	- :	-	-	-	- 1	1	1
Bad management of, or want of power in, Stean Tugs, or defective Tow Ropes.	n		1	3	4				_		_	1	3	4
Тотац	•   •	5	13 (	41 ,	59	H	19	37	65		14	33	78	124
CLASS 5.	±	<u></u>							i					
Unknown Case*	. 4	. 4	2	21	27	-	4	6	10	18	26	6	27	54
Class 6.			<del></del>											
Cases not included in the provious columns (State of Weather, Sea, &c.).	o!	,		1			;	!						'
Cala Wantana Ca	. 12	33	43	62	138		132	39]	523	_	45	175	453	673
Heavy Seas	. 1	3		5	12	_	19	35	54	_	4	23	40	67
Calms and Currents	.   -	4	5	27	36	_	:			_ :	4	5	27	36
Fogs, &c	,	9	2	12	23	_ :		1 1	1	_	p.	2	13	24
Lightning			_			- :	-	2 ;	2	_	- :	_	2	<u>:</u>
TOTAL	. 13	49	54	106	209	- ;	151	429	580		62	205	536	802
GRAND TOTAL	. 21	78	 83	234	393	9	186	505	700	18	124	269	739	1,132
S. For	_!	<u> </u>			!	L!					<u> </u>			

For the causes of collisions, me Port III., Table 61.

# Sea Casualties to Merchant Vessels registered in the United Kingdom. TABLE 9. Causes—continued.

#### (b.) Steam Vessels.

						Founder- ings.		Stran	dings.		,	Other	Cause	<b>3.</b>	ls.		То	tal.	
	Causes.					Total Lorses.	Total Losses.	Serious Casualties	Minor Casualties	Total.	Total Losses,	Serious Casualties	Minor Casualties.	Total.	Missing Vessels.	Total Losses.	Serious Casualties.	Minor Casualties	Total.
	CLASS 1.																		
Cases onnected	vith <b>E</b> quip	ment	or Sto	wage.			•									l		!	ĺ
Improper Stowage o	r Ballastir	ıg	••	••	••	1	_	-	-	-	-	-	-	_		1	_		
Overloading		••		••		_	-		_	_	-	1		1	_	-	1	_	 
Defective Hull, Masts Charts, &c.	Rigging,	ineffic	ient E	quipm	ent,	-		1	1	2		3	6	. 9	-	_	4	7	1
TOTAL					••	1	-	1	1	2	-	4	6	10	-	1	5	7	1
	CLASS 2.													1 1			:		
Cases connected wit	h <b>Nav</b> igati	on an	d Seam	anshi	μ.		1					}		ĺ		i			
Error, &c. of Masters	, Officers,	or Cre	w			1	25	43	70	138	-	1	<u> </u>	1	_	26	44	70	14
Error, &c. of Pilots			••	••		-	-	18	28	46	-	-	-			-	18	28	4
TOTAL						1	25	61	98	184		1	_	1		26	62	98	18
	CLASS 3.								ì		1	!	-		-	[			1
Cases connected	with Mach	i <b>in</b> ery	or Boi	ler».							İ					1	į	: !	
Breakdowns and Exp	plosions		••	••		-	1	4	3	8	1	182	266	449	-	2	186	269	4.7
	CLASS 4.						Γ	i			1							<del>-</del> -	- == 
1	Other Case	×.													l	1			ŀ
ntentional Destructi	on, i.e., Set	ittling	z, Casti	ing Av	vay.	-	_		. —		-	-	-	_	-	<b>l</b> –	-	· -	i -
&c. Explosions of Coal G	ns		••	••	••	-	-	_	_		_	ı	1	2	-	-	1	1	
Other Explosions		••	••	••	••		_	-	-	-	. —		1	1	-	-	-	1	1
pontaneous Combus			••	••	••	-	_	_	-	_	-	4	24	28	_	-	4	24	. :
"			ubstar		••	-		-	-	-	1	. 2	5	8	-	1	2	5	
ires, other than Spo		Com	oustion	1	••	_		-			-	. 9	23	32	-	ļ		23	į :
nevitable Accident					••	1	_	26	118	144	_	5	21	26		1	31	139	17
triking Rocks or Sh Vant of Lights or Bu					••	_		5	4	9 5	_				-	<u> </u>	. 5	4	
Contact with Ice				•4.5 • •		_	_ `	1	1	2		2	_ 5	7			3	. 6	
striking on Floating	or Sunker	ı Wre				_		3	6	9	_	7	., 27	34			10	33	
ailure of, or Damag						_	_	. 4	10	14	_	7	20	33	İ		11	39	٠ :
Want of Pilot						_		1	1	2							1	1	
Bad management of Tugs, or defective I	, or want Cow Rope	of p	ower	in, St	eam			2	1	3		-				-	2	1	!
TOTAL	•• ••	••	••	••	••	1	1	42	745	183	1	37	136	171		3	79	281	30
	CLASS 5.															1			
nknown Cases		••	••				3	21	59	83		- 6 -	18	21	5	8	27	77 	11
	CLASS 6.																į		i
las <b>es not included in</b> Wei	the prevalent, Sea,	ioux c <b>&amp;</b> c.).	olumn.	s (St 1	tr of												ĺ		; i
ales, Hurricanes, &c		••		••		8	ı	26	42	, 72	-	76	344	420	_	13	102	386	50
Icavy Sous				••		1		1	-	8		3	24	27		1	4	31	3
Calms and Currents		••	••	••	••	-	3	10	43	56			1	1		3	10	+1	ā
ogs, &c		••	••	••		-	6	39	78	123	-	-	1	1	-	6	39	711	12
ightning		••	••	••	••	-				-	-	_		-	-			'	i -
TOTAL					••	р	13	76	170	259		79	370	119	-	22	155	540	71
						ı- <del></del>	1		ı		ı							1	-

Part I.]
Table 9—continued.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

#### TABLE 9. Causes—continued.

#### (c.) Total.—Sailing and Steam Vessels.

	Founder- ings.		Stran	di <b>ngs.</b>		,	Other	Cause	8.	.:		To	otal.	
Causea.	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Missing Versell	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Equipments or Stowage.								ĺ	!	ł				
Improper Stowage or Ballasting	.   1	1		-	1	-	-	-	: -	-	2		-	:
Overloading	· i -		-	-	-		1	_	1	-	- 1	1	-	1
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	-  4	1	3	1	5		14	36	50	-	5	17	37	58
TOTAL			3	1	6	=	15	36	51		7	18	37	6:
CLASS 2.														
Cases connected with Navigation and Scamanship.					,								! •	
Error, &c., of Masters, Officers, or Crew	.   1	40	53	128	221	_	1	3	4	<b> </b> _	41	54	131	226
Error, &c., of Pilots	.   -	1	20	36	57	_				l _	1	20	36	57
		L												
TOTAL		41	73	164	278		1	3	4	<u> </u>	42	74	167	282
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions	.	1	4	3	8	1	183	206	450	_	2	187	269	45
CLASS 4.	1	Ī							(			Ī	<u> </u>	l
Other Cases.								1						
Intentional Destruction, i.e., Scuttling, Casting	g -	_ :	_	-	_	-	_	_	_	_	_	_	_	۱ _
Away, &c. Explosions of Coal Gas	.  _	_	_	_	_	_	1	1	3	_	_	1	1	
Other Explosions	.  _	_	-	_		_	1	1	2	<b> </b>	_	1	1	١.
Spontaneous Combustion of Coal	.  _	_	_	-	_	3	6	33	42	_	8	6	33	4
" Other Substances	.   -	_	_	_	_	1	3	5	9	_	1	8	5	١,
Fires, other than Spontaneous Combustion	.  _	-		_		5	11	28	44	_	5	11	28	4
Inevitable Accident	. 1	5	<b>3</b> 2	153	189	1	15	37	53	_	7	47	189	24
Striking Rocks or Shoals not marked on Charts	.   -	-	5	4	9	_	_	_	_	_	1	5	4	١,
Want of Lights or Buoys on Coasts or Shoals	.   -	1	-	5	6	_	-	_	_	_	1	_	5	(
Contact with Ice		-	1	1	2	-	3	5	8	_	-	4	6	10
Striking on Floating or Sunken Wreck	.   -	-	8	7	15	_	8	30	38	_	_	16	37	63
Failure of, or Damage to, Steering Gear	.  –	_	5	11	16	-	8	33	41	_	-	13	44	57
Want of Pilot	.   -	-	1	2	3	••	-	_		–	_	1	2	] :
Bad management of, or want of power in Steam Tugs, or defective Tow Ropes.	·	-	3	4	7		_	-	-	-	-	3	4	;
TOTAL		6	56	186	247		56	173	239		17	111	359	487
										<del></del>			-	1
CLASS 5.	1													
Unknown Cases	4	7	23	80	110		10	24	34	23	84	33	104	171
		1												
CLASS 6.  Cases not included in the previous columns (State of					'					l			1	1
Weather, Sea, &c.).		07	,,,,	304										ł
Gales, Hurricanes, &c	1 .	37 3	69 5	104 12	210	_	308	735	943	-	57	277	839	1,17
Heavy Seas		7	15	70	20 us		22	59	٤٦		5	. 37	71	10
Calms and Currents	1	15	41	90	110	_	_	1	1	-	7	15	71	6
Fogs, &c	1				146	<del>-</del>	_	2	2	_	15	41	92	14
Lightning				-				2	2		_		2	1
TOTAL	. 22	62	130	276	468		230	799	1,029		84	380	1,075	1,519
GRAND TOTAL	. 33	119	288	710	1,117	11	495	1,301	1,807	23	186	783	2,011	2,88

Table 10. Localities:—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the LOCALITIES where the Casualties occurred.

#### (a.) Sailing Vessels.

Section   Sect		Founder-	11188	Stra	ndin	gs.		Coll	ision	s.	(	Other	caus	es.	В.		To	tal.	
Sorth Foreland to St. Cathorine's Point    2	Localities.	Losses.	Total	Serious	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Columbia   Columbia	lamborough Head to North Foreland lorth Foreland to St. Catherine's Point t. Catherine's Point to Start Point tart Point to Land's End and's End to Hartland Point (including Scill		13 2 - 2	5 1	14	6	4	_	114 17 8 16	29 9 20	- 1	29 7 3 4	67 28 12 13	97 35 15 18	11111	25 8 1 3	78 19 8 9	214 50 34 32	27 317 89 43 44 41
1	Intland Point to St. David's Head t. David's Head and Carnsore Point to Lamba Island and Skerries (Anglesea).	y   1	6	5	20	31	1	-	11	12	_	8	34			8	13	65	182 86
Total Abroad	Cape Wrath to Buchanness	:   7	1	-	10 5	11 10	9	_	3 5	3 5		1 1 7	2 6	3 7 28	- - - 6	1 5 7	1 2 17	15 16	17
Total Abroad 7 19 13 10 20 42 - 1 4 18 18 2 3 5 10 18 27 18 11 17 18 18 20 18 18 17 18 18 17 18 18 18 18 18 18 18 18 18 18 18 18 18	Total on or near the Coasts of the United Kingdo	m 14	60	70	205	3 <b>3</b> 5	21	68	288	377	2	81	327	410	6	103	319	820	1,145
Section   Columbia	on or near the Coasts of Foreign Countries	-	-   12	10	20	42	- - 1	4	14	18		3	5	10	  12	14	17	39	34 70 292
(b.) Steam Vossels.  Fern Islands to Flamborough Head	Total Abroad	7	16	13	29	58	1	5	33	29	7	105	178	290	12	43	123	230	396
Fern Islands to Flamborough Head	GRAND TOTAL	2	76	83	234	393	22	73	311	406	9	186	505	700	18	146	342	1,050	1,538
Flamborough Head to North Foreland			(b.	.) 2	itea	m V	'es	sel	B.										
Start Point to Start Point   1   1   1   1   1   1   1   2   3   3   9   2   14   16   1   9   23   3   3   3   3   3   4   18   1   1   9   23   3   3   3   3   3   4   4   13   3   4   4   13   3   3   4   4   3   3   4   4   3   3	ern Islands to Flamborough Head				12		4	4			1			17	L	6	27	38	7.
Hartland Point to St. David's Head    1	North Foreland to St. Catherine's Point St. Catherine's Point to Start Point Start Point to Land's End Land's End to Hartland Point (including Seil	-	1	1	9 6	11	2   -	6	3 10	30 9 10	11111	10 2 9	23 14 9	33 16 18	11111	1 1	9	56 26	26 7 3 3 2
Head and Mull of Cantire.    2	Hartland Point to St. David's Head St. David's Head and Carnsore Point to Lamba Island and Skerries (Anglesea).	у -	-	15	M	10		3	8	13	1.1	11	10	21	Ξ	1	14		15
At Sea.  Total on or near the Coasts of the United Kingdom  6 8 91 210 306 13 108 293 415 1 111 238 350 - 28 311 741 1,06  On or near the Coasts of British Possessions Abroad  On or near the Coasts of Foreign Countries	Head and Mull of Cantire. Dape Wrath to Buchanness	.   -	1	10	2 12	.4 23	1	-6	19	_ 25	1.13	2 9	4 8	6	Ξ	1	4	6 39	21 1 6 8
Con or near the Coasts of British Possessions Abroad.  1 11 21 33 65 0 0 15 21 0 5 17 22 0 12 32 65 11 On or near the Coasts of Foreign Countries 2 2 44 94 233 350 2 26 75 103 0 15 47 46 22 0 25 134 355 51 10 Oceans and Seas 7 0 1 1 1 1 1 2 1 3 1 1 1 2 1 1 1 1 2 1 1 1 1		. =	-		+	-	-	-	-	-	5	-			-	_	-		-
On or near the Coasts of Foreign Countries 2 2 24 33 233 335 25 2 26 75 103 15 47 62 28 134 355 51 10 Oceans and Seas		_	-	-	-	-	13	-	-	-	1	-	-		_	-	-	-	1,08
Cc.   Total.	On or near the Coasts of Foreign Countries	::	2 24	93	233	350	3	26 15	75 26	103 44	-	178	47 494	62 673	-	28 12	134	355 520	51 72
Cc.   Total.	Cr Ton	1	-	-		_		-	-		-	-	-	-	-	-	-	2.514	-
Fern Islands to Flamborough Head	GRAND TOTAL		4   1						100	500	-	300	190	1,107	0	60	670	1,051	2,43
Flamborough Head to North Foreland			olus.	11 50	. It 20	D. Con	al.	Lic	Pisal	n utsel	116	Tra	1000	1057	_	No.	L CV	Dark -	0
Hartland Point to St. David's Head	Flamborough Head to North Foreland North Foreland to St. Catherine's Point St. Catherine's Point to Start Point	:	5 13 2 2 - 1	25	78 25 35 23 9	114 32 30 13	1	81 14 6 4	39 11 26	311 59 18 30	=	46 17 5 13	105 51 26 22	152 68 31 36	11111	28 10 2 4	150 36 17 18	404 115 60 57	58 16 7 7
Skerries (Anglesea) and Lambay Island to Fair 6 9 42 107 185 4 22 73 99 28 124 153 19 92 304 41 Head and Mull of Cantire.  Cape Wrath to Buchanness	Hartland Point to St. David's Head St. David's Head and Carnsors Point to Lamb Leland and Skarries (Anglesea)	ay	1 (	1.	30	41	3	.3	19	25	-	19	44	63	=	10	73 27		33 13
At Sea	Head and Mull of Cantire.  Cape Wrath to Buchanness		1 1	1 1	1 12	15	=	6	3 24	30	111	3 10	6 14	9 24	1 1 1	1 6	5 27	21 55	2 8 15
On or near the Coasts of British Possessions Abroad 1 1 15 23 42 80 - 7 20 27 - 7 28 35 - 16 37 90 14 On or near the Coasts of Foreign Countries	At Sea			1	-	=	-	-	=	_	-	=		1	-	-	-	-	
On or near the Coasts of Foreign Countries		-	-	-	-		34	177	-		3	-	-	-	6	-		-	2,22
	On or near the Coasts of Foreign Countries In Oceans and Seas	1	2 30	103	253	392	-	-	89 30	121 49	5	18 278	52 656	940	-	42 37	151 294	394 686	58 1.01
CONTROL TO THE PART OF THE PAR		-	-	-	-	-	-	-	-	-	-	-	-		-		-	-	1,74

TABLE 11. Classification.\*—Total Losses only:—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties, and whether the Vessels were Classed\* or Unclassed.\*

Nature of the Cas	ualties		Classe	d Vessels.*	Unclas	sed Vessels.*	•	Fotal,
			No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
				(	a.) Sail	ing Vessels	3.	
Founderings	•••		. 5	<b>4,</b> 933	16	3,235	21	8,168
Strandings	•••	•-• ;	17	17,866	59	5,679	76	23,545
Collisions	•••		4	480	18	2,655	22	3,135
other Causes	•••	•••	7	11,490	2	104	9	11,594
dissing Vessels	•••		13	18,824	5	399	18	19,223
TOTAL	•••	•••	46	53,593	100	12,072	146	65,66
				(	b.) Ste	am Vessels.		
founderings	***	••-	G	4,485	6	1,333	12	5,818
Strandings		;	36	52,918	7	4,502	<b>4</b> 3	57,420
Cellisions	•••	•••	11	8,612	7	5,402	18	14,01
Other Causes	•••	•	1	1,776	1	5	2	1,781
lissing Vessels	•••	••• (	4	5,211	1	• 423	5	5,63
TOTAL	•••	j' ••• '	58	73,002	22	11,665	80 .	84,667
					(c.)	Total.		
Counderings		!	11	9,418	22	4,568	33 '	13,980
Strandings	•••	•••	53	70,784	66	10,181	119	80,965
Collisions	•••	•• ;	15	9,092	25	8,057	40	17,149
ther Causes	•••	•••	8	13,266	3	109	11	13,375
lissing Vessels	•••		17	24,035	ថ	822	23	24,857
TOTAL		-   	104	126,595	122	23,737	226	150,332

<sup>\*</sup>By "classed" vessels are understood those which were classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassed" division probably includes a number of vessels which were classed in some of the smaller registries.

BLE 12. Seamen and Passengers Lost.—Totals—Home and Foreign Trades:—Statement showing the Number of Lives Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and further distinguishing the Lives Lost in Vessels in the Home Trade from those Lost in Vessels in the Foreign Trade.

#### (a.) Lives Lost in Vessels Totally Lost.

			Saili	ing Ves	sels.			Stee	ım Ves	sels.				Total.		
Nature of the C	asualties.		els in which s were Loct.	,	Lives Lost	t.		ls in which were Lost.		Lives Los	t.		els in which were Lost.	!	Lives Los	t.
		No.	Tonnage.	Crew.	Pas- sengers.	Total.	No.	Tonnage.	Crew.	Pas- sengers.	Total.	No.	Tonnuge.	Crew.	Pas- sengers.	Total.
				·				(1.) He	OME TE	RADE.		·				
Founderings Strandings		3 5	276 727	11 17	=	11 17	1 4 5	62 936	4 25 34	=	4 25 37	4 9	338 1,663	15 42 50	=	15 42 53
Collisions Other Causes Missing Vessels		3   <del>-</del>   5	568 355	16	- -	16 20	5 - 1	1,528  423	34 14	3 	37 - 14	10  6	2,096 778	34	3 -	34
TOTAL		18	1,926	64		64	11	2,949	77		80	20	4,875	141	3	114
		-		i		1		(2.) FOR	EIGN.	rade.	1	·	<u> </u>	·	.[	<u> </u>
Founderings Strandings	·· ··	1 4	1,566 8,556	11 52 11	<u>_</u>	11 53 11	3 7 4	1,179 9,414	42 72 37	7 19	49 91 38	4 11	2, <b>74</b> 5 17.970	53 124	7 20 1	60 144 49 1
Collisions Other Causes	::	1 1 1	1,196 597	1	=	1	- '	4,467		19 1 —	-	5 1	5,663 597	48	1	1
Missing Vessels TOTAL		20	18,868 30,783	285	<u> </u>	285 361	18	5,211 20,271	89 240	27	89 287	17 38	24,079 51,054	374	28	623
			·			! I			) Tota					1	1	
Founderings		4	1,842	22	_	23 70	.4	1,241	46 97	7	53	8	3,083	68	7	7.5
Strandings Collisions Other Causes		9 6 1	9,283 1,764 597	27	1 -	70 27	11 9 —	10,350 5,995	71	19	116 75	20 15 1	19,633 7,759 597	166 98 1	20 4	136 102 1
Missing Vessels		18	19,223	305		305	5	5,634	103		103	23	24,857	408	=	408
TOTAL	<del></del>	38	32,709	424	1	425	29	23,220	317	30	347	67	55,929	741	31	772
		<del></del>	(	<b>b.</b> ) <b>L</b>	IVES L	OST 1	n V	(l.) H	OME T		ost.					
Strandings Collisions		2	754	3	· ' <u>-</u>	3	-,	907	- <sub>1</sub>		12	21215	25 <del>4</del> 907	3 1	111	3
Other Causes	: ::	3	152	4		4	21 21	1,172	4		4		1,324	8		12 8
TOTAL		5	406	7	i –	7	4	2,079	5	11	_ 16	9	2,485	12	11	23
					<u> </u>	1 .	<u>-</u>	(2.) FOI	REIGN	TRADE.	ī	i .	1	1 -	1	<u> </u>
Strandings Collisions Other Causes		1 1 35	2,438 99 57,243	1 1 39	=	1 1 39	2 29	4,419 5d,480	34	1	3	1 3 64	2,438 4,518 113,723	1 3 73	1	1 73
TOTAL		37	59,780	14		41	31	60,899	36	1	37	68	120,679	77	1	78
		-			'	<u>'                                    </u>	· -	(3	.) Tota	` \L.		• · -	<u></u>	' <u>.</u>	<u>'</u>	
Strandings Collisions		3	2,692 99	1	-	1 1		5,326	3	12	15	3 5	2, <b>69</b> 2 5,4 <b>2</b> 5	4 4	12	16
Other Causes TOTAL		38	69,186	48	<u> </u>	48	35	57,652 62,978	38	12	38 53	77	115,047	81	12	81
	- ··		1	1	-		l	otal.				<u> </u>	120,201		<u> </u>	
							<b>3.</b> ) <b>2</b>		Iome T	RADE.						
Founderings Strandings		3 7 5	276 981	11	<u> </u>	11 20	1	63 936	4 25	_	4 25	4 11	338 1,917	15 45	=	15
Collisions Other Causes		3	568 153	20 16 4	=	16	1 7 2 1	2,435 1,172	25 35 4	14	25 49 4	12 5	3,003 1,324	51 8	14	85
Missing Vessels TOTAL		1	355 2,332	71	<del></del>	$-\frac{20}{71}$	$-\frac{1}{15}$	428 5,028	82	14	96	- <del>6</del> - 38	778 7. <b>36</b> 0	153	14	167
101111		1		1	1			(2.) Foi	!	·	1	J			!	
Founderings		1	1.566	111	-	11	3	1.179	42	7	49	1 4	2,745	58	7	60
Strandings Collisions Other Causes	:: :	1 2	10,994 1,295 57,840	12 40	1 -	54 12 40	7 6 29	9,414 8,886 56,480	72 39 34	19	91 41 34	12 8 85	20,408 10,181 114,320	125 51 74	20	145 53
Missing Vessels	:: :	13	18,868	285		285		5,211	89	<u>                                     </u>	- 89	65 17	24,079	374	-	374
TOTAL		.   57	90,563	401	1	402	49	81,170	376	28	304	106	171.733	677	29	706
Foundarin			1,842	9.,			ī .	1	3.) TOT.	1		1.	2 002		-	1
Founderings Strandings Collisions	•• •	127	11,975 1,8 <b>6</b> 3	22 73 28 44	1	22 74 28 11	11 13	1,241 10,350 11,321	48 97 74	7 19 16	116 90	8 23 20	3,083 22,325 13,184	68 170 102	90 16	196 118
Other Causes Missing Vessels	:: :	. 39	57,992 19,223	44 305		44 305	13 31 5	57,652 5,634	38 103	-	38 103	70 23	115,644 24,857	82 408	: =	82 4/ 8
Totạl		80	92,895	472	1	473	64	86,198	\$58	42	400	144	179,093	830*	43	873

TABLE 13. Seamen Lost.—Cargoes:—Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Description of Cargoes carried by the Vessels when the Lives were Lost.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

(A vessel whi	ich m	et 1	with	m	ore t	han	one	CAL	ual	ty a	tten	ded	wit	h lo	88 of	life	e in	the	peri	od	is en	ter	ed fe	or ea	ch ca	sua	lt <b>y.)</b>	
	Foun-			s	tran	ding	79.			(	Collis	non	L			Ot	her (	Carus	186.		Miss	ing			Tota	al.		
	Tota	al	Tota Loss		Par Los		Tot	al.		tal se:	Par Los		To	al.	Tot		Par		Tot	al	Vess	els.		otal sees.	Part		Tot	al.
Cargoes.	which Lost	Lost.	Which Lost	ost.	which Lost.	Ost.	which Lost.	Lost.	which Lost.	Det.	in which ere Lost.	ost.	which e Lost.	oet.	which Lost.	Out.	which Lost	jë B	Lost.	OB t	s in which were Lost.	Out.	which Lost.	#	in which ere Lost.	Lost.	Which b Lost.	Lost.
	S P	Lives I	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost	Lives Lost.	Vessels in which Lives were Lost	Láves I	Vessels in which Lives were Lost.	Lives Lost	Vocacla in Lives were	Lives Lost	Vousels in which Lives were Lost.	Lives Lost	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost	Vessels in which Laves were Lost	Lives Lost.		Lives Lost.	Vessels in which Lives were Lost	Lives Lost.	Vessels in Lives were	8	Vessels in v	[4486 I
Ballast	i T	u l	> <u></u>		<u>-  </u>		<u> </u>		1	5	P-1		1	5	<u> </u>		5	5	5	5	· .	196	10	212	5	5	15	217
Timber Grain	-   -	6	2	9	2 1	2	4	11	=	=	=	_	=	=	=	<u>-</u>	1 5 6	6	1 5 7	1 6 7	- - 4		-4 10	15 43	7	8	1 11 17	1 23 51
Coal Metallic Ores, &c Machinery, Wrought	1	5	1	23 5	-	2	8 1 —	24 5 —	_	=	=	=	=	=	=	_	2	3	2 -	3	=	=	10 -	10	2	8	4	13
Iron, &c. Stone, Slate, Lime, Bricks, Clay, Ce-	- -	-	- -	-	-	_	-	-	3	10	1	1	4	11	-	-	3	8	2	3	2	10	5	20	3	. 4	8	24
ment, &c. Salt, Soda, Potash,	_ -	_	_	_	_	_	_	-	_	_	_		_	-	-	_		-	_	_	1	7	1	7	_	_	1	7
&c. Guano, &c Dung, &c	- :	-	=1:	=	_	_	_	_	1	1	=	-	1	1	-	_	4	4	4	4	1	17	2	18	4	4	6	22 
Hay, Straw, &c Sugar, Molasses, &c. Tea, Coffee, Spices,	-	=		=	=	=	=	=	_	=	Ξ	_	=	Ξ	=	=	=	=	=	=	1	24	1	24	=	=	1	24
&c. Potatoes, Fruit, &c. Cotton, Wool, &c	_   -	-	_ .	_	_	_	_	_		_	_	_	_ ;		_	_	1	1	1	1	_		-	=	1	1	1	1
Wine, Spirite, &c Fish, Oil, &c	-   -	=	_   .	Ξ	=	=	=	=	11	- i	=	- : -	-	Ξ	-	=	1	<u></u>	$\left  \begin{array}{c} 1 \\ -1 \end{array} \right $	<u></u>	=	=	=	=	1	1	1	· 1
General Explosive Oils, &c. Various	-   -	-		33		=	1	83 —	1	11	=	=	1	11	=	=	5 3 2	7 3 2	5 3 2	7 8 2	- 1 -	31	1	31 31	5 3 2	7 3 2	4 2	. 51 34 2
Unknown		듸.	= -	=	듸	_		=	_	_		_	_		듸	_		_	_	_	二	-	-	-	-	二	<u> </u>	
TOTAL	4   2	23	9	69	8	4	12	73	8	27	1	1	7	28	1	1	38	43	39	44	18	<b>3</b> 05	38	424	42	48	80	472
	1 1	Т	<u>-</u> -			_(	<b>b.</b> )			1	ost	1m			m '	Ve	850	ls.	1		Ι.		Ι.	1	1	1.	<u> </u>	
Ballast Timber Grain	-	3		45	=	Ξ	2	45 -	1	16	=	=	1	16	=		2 2	2 -	2 2	2	1 -	18	8	92	2 -	2	8 3	96 2
Coal Metallic Ores, &c	-	71	2	2	=	-	2 1	4 2	2 1	3 18		_	$\frac{2}{1}$	3 18	=	=	2	3	2	_2	3	5 <del>9</del>	7 2 1	86 20 4	2	2	9 2 1	68 20 4
Machinery, Wrought Iron, &c. Stone, Slate, Lime,	1	4	1	9	_	_	1	9	1	1	_	_	1	1	_	_	_	_	_	_	_	_	2	10	-	_	2	10-
Bricks, Clay, Ce- ment, &c. Salt, Soda, Potash,	_	_	1	1		_	ı	1		_	_	_		_			_	_	_	_	_	_	1	1		_	1	1
&c. Guano, &c	_ -	_	_	_		_	_	_		_	_	_		_	_	_	_		_	_	_	-	l_	_	_	_	_	_
Dung, &c	:     :	Ξ	$\equiv$	<u> </u>	=	_	=	=	- 1	_ 	_		- 1	2	=		- 3		- 3	2	=	=	-  -  1	- 2	- 2	-3	- 8	-4
Tea, Coffee, Spices, &c.	- -	-	-	;		_	-	_	_	_		_	-	-	-	_	_	-	_	_		_		_	_	_	_	_
Potatoes, Fruit, &c. Cotton. Wool, &c. Wine, Spirits, &c.	=	-	$\exists$	=	$\equiv$	_	_	=	-	Ξ	=	Ξ	=	=	-	=	1	1	1	1	1	26 —	1	26	1	1	2	27
Fish, Oil, &c	i	29		36		=	3	36	3	31	3	3	5	34	-	=	20 2	25 3	30 2	25 2	=	Ξ	7	96	22	28 2	29	184
Various		=	-	_ !	=	=	_	_	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
TOTAL	4	46	10	97	_	=	10	97	9	71	3	3	11	74	F	=	31	38	31	38	5	10	28	317	33	41	61	358
	··				,						(0.	) 7	ot	al.														
Ballast Timber		24 —	1	45	_	=	2	45	2	21	=	=	2	31 —	_	=	7 3	9	7 3	9		214	I	304	7 3	3	23 3	313
Grain	1	G 5	2 7 2	26 7	2 1	2	8 2	11 28 7	- 3 1	3 18	=	Ξ	2 1	3 18	1	1	5 8 3	8 3	5 9 2	9 3	7	79	17	15 109 30	7 3 7 9 2	10 3	11 26 6	23 119 33
Metallic Ores, &c Machinery, Wrought Iron, &c.	î	4	-	_	-	_	-	-	-	-		-	-	-	-	-	-	-	-	-	-  2	-	1	4	1-	-	1	4
Stone, Slate, Lime. Bricks, Clay, Ce- ment, &c.	-	-	1	9	<del></del>	-	1	9	4	11	1	1	5	13	-	-	2	3	2	3	l	10		30	3	4	10	34
Salt, Soda, Potash, &c.	-	-	1	1	-		1	1	1	1	-	-	1	1	_	_	4	4	4	4	1	7   17	2 3	18	· -	4	8	8 22
Guano, &c		=	=	<del>-</del>		:-	=	Ξ	1=	=	ΙΞ	Ξ	=	=	=	Ξ		=	=	=	=	_	_	_	=	=	=	=
Sugar, Molasses, &c. Tea., Coffee, Spices.	-	_	-	_	-	-	=	=	1	3	=	=	1	2	=	=	2	2	2	2	1	24	-2	26	3	2	4	28.
Potatoes, Fruit, &c. Cotton, Wool, &c Wine, Spirits, &c		-	<u> </u>	<u>-</u>	_	=	=	=	E	=	=	<u> </u>	Ε	=	Ξ	=	2	1 2	2	1 2	<u>1</u>	26	ī	26	2	1 2	3	28 
General	1	29	4	<del></del>	=	Ξ	4	69	4	43	2	3	6	45	=	=	1 25	1 32	25 5	32 5	=	=	1 -	140	27	35 5	36 6	1 175 38
Explosive Oils, &c. Various Unknown	1-1	_	-	_	=	Ξ	=	Ξ	ΙΞ	Ξ	=	Ξ	Ξ	Ε	Ξ	Ξ	5 2 —	5 2 —	2 -	5 2		31	=	31	5 2 -	2 -	2 2	36 2 
TOTAL	<del>-</del>  -	RH	-	146	3	4	22	170	15	98	3	1 4	18	103	1	1	69	81	70	82	23	408	66	741	75	89	141	830
TOTAL	, .,	100		•••	1 "	1 -		1	,	, 600	1 "	, =	1.0	1203	١.		1	1	Ι	_	1-		1	1	1	,	1	

TABLE 14. Seamen Lost.—Tonnages:—Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Approximate Tonnages of the Vessels.

#### (a.) Lives Lost in Sailing Vessels.

	Polisical Polisica Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisica Polisical Polisica Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisica Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisical Polisica Polisica Polisica Polisica Polisica Polisica Polisica Polisic	deringe		8	Stran	ding	<b>79.</b>			(	Colli	eions	L.		,	Ot	her (	Cau	<b>388.</b>		Miss	ing			Tot	al.		
M		tal		tal ses.	Par	tial ses.	Tot	al,	To		Par Los		То	tal	Tot		Par	tial ses.	Tot	ial	Ves	sels.		otal sses.	Part		То	tal
Tonnages.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost,	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Under 50 tons	-	-	-	<u> </u>	-	_	-			-	<u>.</u>  -	_	-	-	  -	_	2	3	2	3	2	8	2	6	2	3	4	9
50 & under 100 tons 100 200	2 1	6 5	2	9 7	1	1 2	3	10 9	3	12	1	1	4 2	5 12		_	2;	2	2	2	2 2	8 13	9	27 <b>37</b>	1	4 2	13 8	31 39
200 , 300 ,	-	_	1	i	_	_	1	1		_	_	_	-			_		_	_	_	_	-	i	1	_	_	1	1
300 , 400 ,	-	-	-	-	-	_	-	-	-	-	-	_	-	-	-	-	<b>-</b> i	_	-	-	1	10	1	10	-	-	1	10
400 ,, 500 ,,	-	-1	-	_	-	-	-	-		-	-	_	-	-		-	-	- 1	-	-		-	-	-	-	-	-	_
500 ,, 600 ,, 600 ,, 700 ,,	_	_	_	_	-	_				_	_	_		_	1	1	<u> </u>	_	1	1	1	14	 	15	[ _	_	2	15 —
700 " 807 "	-	-	-	_	-	_	_	-1	-	-	_	-	-		-	_	1	ı	1	1	1	18	1	18	1	1	2	19
8(H) " 1,000 "		-	-	_	- ,	-	-	-		-	-	_	-	-1	-	_	2	.3	2	2	1	17	1	17	2	2	3	19
1,000 ., 1.200 ,,		-	-	_	-	_	-		1	11	-	-	1	11	-	-	-	_	-	_	•	-	1	11	-	_	1	11
1,200 ., 1,500 ,, 1,500 ., 2,007 ,	1	11	2	13	_		2	13	_	_	_	_	_	_	_	_	7 16	8 18	7 16	8 18	5	136	- B	160	7 16	8 18	7 34	8 178
2,000 2,500	1-1	_	1	33	1	1	2	34	_		_	_	_	_	_	_	8	9	8	9	2	52	3	85	9	10	12	95
2,500 3,000 ,,	-	-	1	6	-		1	6	-	-	-		-	-	-	_	— ¦	_	_	_	1	31	2	37	-	_	2	37
3,000 tons and above		_	_	_		_	_	_		_	_	_	_	_	_	_	<u> _</u>	_	-			-	_		_	_	_	
TOTAL	4	22	9	69	3	4	12	73	6	27	l	1	7	28	1	1	38	43	39	44	18	305	38	424	42	48	80	472
						(	<b>b.</b> )	Li	<b>701</b>	L	ost	in	S	tea	m	Ve	886	ls.										
Under 50 tons			_	_	-	_	_	_	_	_	_		_	_			_	-	_	_	<u> </u>	_		I _	<u> </u> _	<u> </u>	_	_
50 & under 100 tons	1	4	1	8	-	-	1	8	1	1	-		1	ı			-		-	-	-	–	3	13	-	-	3	13
100 ., 200 ,,	-	-	1	9	-	_	1	9	1	2	-	-	1	2	-	-	-	-	-	-	-	-	3	11	-	-	2	11
200 , 300 ,	1	12	2	8	-	-	2	- 8	2	13		-	2	13	-	-	-	_	_	_	1	18	4	30 21	-	-	2	50
300 ., 400 ., 400 ., 500 .,	1	1	-	_	-	_	-	_	_	15	1	1	1	1	_	_	_	_	_	_	1	14	2	15	1	1	3	21 16
300 , 600 ,	1	29	-	-	-		_		_	_	-	_	_	_	-	_	1	1	1	1	_	_	1	29	1	1	2	30
600 , 700 ,		-	-	_	-	-	-	-	1	18	-		1	18	-	-	1	3	1	3	-	-	1	18	1	3	2	21
700 800	-	-	1	21	-	_	1	21	-	-	-	-	-	-	-		1	1	1	1	-	-	1	- 21	1	1	2	23
800 1,000 ,, 1,000 1,200 .,	_	_	1 2	3 24	-	_	1 2	3 24	1	16 2	<u> </u>		1	16	_	_	1	1	1	1	1	21	4	19	1 1	1	5	20 48
1,200 1,500	_	_	-	_		_	_	-	2	19	-	_	2	19	_	_	5	5	5	5	_	_	2	19	5	5	7	24
1,500 ,, 2,000 ,,	-	-	2	34	-	-	2	24			-		-	-	-	_	9	12	9	12	1	24	8	48	9	12	12	60
2,000 " 2,500 "	-	-	-	! — :	-	-	-	-	-	_	-	-	-	-	-	-	6	6	6	8	1	26	1	26	6	8	7	32
2,500 , 3,000 ,	-		٠-	-	-	_	-	_	-	_	-	-	-	-	-		8	5	3	5	-	-	-	-	3	5	8	5
3,000 tons and above		_	-	_	_	_	_	_		_	1	2	1	2		_	3	3	3	3	1-	_	<u> </u>		4	5	4	5
TOTAL	4	46	10	97	-	-	10	97	9	71	2	3	11	74	-		31	38	31	38	5	103	28	317	33	41	61	3:8
											(o.	.) 1	Pot	al.														
Under 50 tons	Ī_I	_	Ī _	Ī_	_	_	1_	Ī _	Ī_	_	Ī_	Ī_	Ī_	1_	I_	_	2	3	2	3	2	6	1 2	6	2	3	4	9
50 & under 100 tons	3	10	3	17	1	1	4	18	4	5	1	1	5	6	_	_	2	3	2	2		8		40	4	4	16	44
100 , 200 ,	1	5	8	16	1	2	4	18	3	14	-	-	3	14	-	<b> </b> –	<u> </u>	_	-	_	2	13		43	i	3	10	50
200 ,, 300 ,,	1	12	1	1	-	-	1		-	—	-	-	-	-	-	-	-	-	-	-	1	18		31	-	-	3	<b>8</b> 1
300 , 400 ,	-	-	2	8	-	<u> </u>	2	8	2	13	-	-	2	13	-	-	-	-	-	-	1	10		31	-	-	5	31
400 " 500 " 500 " 600 "	1	1 29	_	1_	-	1 _		_	<u> </u>	_	1	1_	1	1	1	1	1	1	2	2	1 1	14	1	15 44	1 1	1	3	16 45
500 , 600 , 600 , 700 ,	-	=	_	l _	_	i –	-	_	1	18	-	_	1	18		ļ <u>.</u>	1	3	1	3		-	ı	18	1	3	2	21
700 , 800 ,	-	-	1	21		-	1	21	-	<u>'</u> —	-	-	-	-	-	–	2	2	2	2	1	18	2	39	2	3	4	41
800 ,, 1,000 ,,	-	-	1	3	-	! —	1	3	1	16	-		1	16	1-	-	3	3	3	3		17	1	36	3	3	6	39
1,000 ,, 1,200 ,,	_	_	2	24	-	! !	2	:		13			2	13	-	_	19	1 12	19	1 19		21		58 19	1 12	1 13	8	59
1,200 ,, 1,500 ,, 1,500 ,, 2,000 ,,	1 1	11	4	37	1_	_	4	37		19	-	!=	2	19	_	! _	12 25	13 30	12 25	13 30		160	11	308	25	30	14	32 238
2,000 2,500	_	ļ <del></del>	i	33	1	1	2	34	_	. –	-	_	-	_	-	_	14	15		15	•	78		111	15	16	1	127
2,500 ,, 3,000 ,,	-	-	1	6	-		1	6	-	<u> </u>		-	-	-	-	-	3	5	1	5	1	1		37	3	5	5	42
3,000 tons and above	_	_	L-	-	_		_	_	L-		1	2	1	2	<u> </u> -	-	3	3	3	3	-	<u> </u>	1-		4	5	4	5
TOTAL	8	68	19	166	3	. 4	22	170	15	98	3	4	18	102	1	1	69	81	70	82	23	408	66	741	75	89	141	830
			•		1	1	•		•		1	1	1	•	•		1			1		1		1	,	,		

TABLE 15. Seamen Lost.—Ages of the Vessels:—Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties, and the AGES OF THE VESSELS.

(a.) Lives Lost in Sailing Vessels.

(A vessel whi			with	mo	ore t	han	one	08.9	ual	y a	ten	ded	with	1 108	us of	life	in	the	perio	od i	s en	ter	ed fo	r eac	n ca	sual	ty.)	
	Foun-	dering		£	trar	din	ga.			(	Colli	sion	8.			Ot	her	Cau	166.		Miss	-			Tot	al.		
	To	tal ses.		tal ses.	Pa: Lo	rtial RSCS.	То	tal.		tal.	Par	tial ses.	To	tal.	To: Los	tal sea	Par Los	tial nes.	Tot	æl	Vos	sels.	To Lo	ota.i 8800.	Par	tial ses.	To	tal
Ages.	Vessels in which Lives were Lost.	Tives Lost.	Vossels in which Lives were Lost,	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vecesis in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were lost.	Lives Lo .t.	Vessels in which Lives were Lost.	Lives Lost.
Under 3 years -	-	-	-	-	-	-	-		-	-	_	_	_	-	-	-	-	-	-	-	-	-	_ 3	-	-	<u> </u>	-	
3 & not exceeding 7	_	-	_	_	_	_	_	_	1	1	1	1	2	2	_ [	_	4 6	4 6	8	4 6	3 5	57 142	8	57 143	7	7	7 13	61 150
11 , , 14	-	-	2	39	-	-	2	39		-		-	-	_	-	-	8	10	9	10	1	4	3	43	8	10	11	53
15 20 21 30	1	11	2	13 4	1	1	3	14 5	1	11 7		_	1	11 7	1	-	9	9	9	9 10	2 2	42 17	6	77 32	10 8	10	16 14	87 42
31 , , 40	1	5	3	10	1	2	4	12	1	2	-	_	1	2	:	_	2	31	2	2	3	34	8	51	3	4	11	55
41 , , 50	-	-	1	3	-	-	1 ;	8	2	6	-,	_	2	6	-		1	1	1	1	1	6	4	15	1	1	5	16
51 ,, ,, 60 61 ,, ,, 70				_	_	_	_	_			_			_		_	1	2	1	2	_	_	_	_	1	2	1	
71 , , 80		-		_	-	_		-	•	_ ;	_	_	_		_	_ ;	_	_	i	_	_	-	-	_	-	-	i –	_
81 , , 90	-	-	-	-	-	-	— <sup>;</sup>	-		-	-	-	i	-	-	_	-	-	<del>-</del>	-	-	-	-			_		-
91 , , 100 101 years & upwards	_	_	_	_	-			_		_	_		-	_	- '	_		_		_	_	_		_		_	_	! _
Unknown	1	3	_			_	_							_		_	-				1	3	2	6	١.	_	2	6
TOTAL -	4	2?	9	69	3	4	12	73	8	27	1	1	7	28	1	1	38	43	39	44	18	305	38	434	42	48	80	473
						(	<b>b.</b> )	Li	Ve	L	051	ir	. 8	tea	m	Ve	58	els.			1	-	· · ·					
Under 3 years -	1	12	1	7	_	-	1	7	-	-	-	-	-	-	-	-	4	6	4	6	1	18	3	37	4	6	7	43
3 & not exceeding 7	1	1	_ ;	-	- 1	_	_	_	1	2	1	2	2	3		_	7 3	7 3	7 3	7 3	1	26 21	3 2	:9 22	7 4	5	10 8	36 27
11 , , 14	-,	-	ı	23	-	_	1	23	_		-	_	! -	-	-		5	8	5	8	1	24	2	47	5	8	7	55
15 , , 20	- 1	-	2	9	-	-	2	9	2	34	-	-	2	34			7	9	7	9	-	-	4	43	7	9	11	52
21 , , 30	1	4 29	1	36 21	_	_	1	36 21	4	33	1	1	5	34		_	1	1	1	4	1	14	9	73 64	5 1	5 1	14	78 85
41 , , 50	- :	_	1	1	_	-	1	1	1	1	-		1	1	-	_	-	_	_	_	_	_	2	2			2	2
51 " " 60	-		-	-	-	-		-	-	-	-		<u>'</u> –		-			-	-		-	-	-	_		-	-	
61 , 70 71 , 80			_	_	_	-		_	_	_	_		!		_		_	_	_	_	_	_			_	_	_	_
81 90	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	<u>:</u>	_	_	_		_	_
91 " " 100		-	-	-	-	-	-		-,	-	-	_	, -	-	-	-	-	-	-	-	-	_	-	_	-	-	-	-
101 years & upwards	-	-	-	-	-	-	-	-	-	-	-	-	'	-	-	-	-	-	-	_	_	_	_	_	-	_	-	_
Unknown TOTAL -	_	46	10	97	_	_	10	97	9	71	2		11	74		_	31	38	31	38	5	103	28	317	33	41	61	358
TOTAL -	4	<u>" </u>	10	0,			10			••	ا "	-	111				34	3.0					~			**	0.2	
			<del></del> -	<del></del>			1			<u>_</u>	(c.	) <b>T</b>	ote	1.		<u>-</u>		<del></del>			1 1		. —		1 .		<del>-</del>	
Under 3 years -	- 1	12	1	7	-	-	1	7	-	-	-	-	-!	-[	-	-	4	6	4	8	1	18	3	37	4	6	7	43
3 & not exceeding 7	1	1	_	_	_	_	_	_	1 2	2 2		3	1	2 5		_	11 9	11	11 9	11	6	88 163	6 8	86 165	11 11	11 12	17 19	97 177
11 , , 14	-	-1	3	62	-	_	3	62	_	-1	-	-	-		-	_	18	18	- 1	18	2	28	5	90	13	18	18	108
15 " " 20		11	4	22	1	1	5	23	3	45	-	-	3	45	-	-	16	18	- 1	18	3	42	10	120	17	19	27	139
21 , , 30	2	7 34	5	40 31	1	1 2	6 5	41 33	5 1	40	1	1	8	41 2	1	1	11	13	12	14 3	2 4	17 48	15 11	105 115	13 4	15 5	28 15	120 120
31 , , 40 41 , , 50	_	_	2	4	_	_	2	4	3	7	_	_	3	7	=	_	1	1	1	1	1	6	6	17	1	1	7	18
51 , , 60	-	-1	-	-	-	-		-	-	-	-	-	-	-	-	-	-	- i	-	-		-				-	-	-
61 , , 70	-	-1	-	-	-	-	-	-	-	-	-	-	-	-1	-	-	1	2	1	3	-	-	-		1	2	1	2
71 ,, ,, 80				_	_		_			_	_	_							_	_		_		_		_		_
91 , , 100	_	_	-1	_	_	_	_[	-	_	_	_	_	_	_	_	_1	_	_	_	_	_	_		_	_	=	_	
101years & upwards	-	-	-	-	-	-	-	-1	-	-	-	-	-	-1		-	-	-1	-	-	-	-			-	-	-	
Uaknown	1	3	=	_	_	_	_	二	_	_	_	_		=1	<u> </u>	_		_	_	_	1	3	3	6		_	2	6
Toral -	8	68	19	166	8	4	22	170	15	98	3	4	18	102	1	1	69	81	70	82	25	408	66	741	75	89	141	<b>†30</b>

TABLE 16. Seamen Lost.—Localities:—Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Localities where the Loss of Life occurred.

#### (a.) Lives Lost in Sailing Vessels.

	Foun-	derings			itran	din	/s.				Colli	810 <b>n</b> :	 1.			Ot	ber	Cau	968.			ing			Tot	al.		
		stal stes.		tal 1604.	Par Los	tial ucs.	Tot	al		tal ses.	Par	rtial	То	tal.	To	tal ises.	Par	tial ses.	То	tal	Ves	sels.	To Lo	otal 8868.	Par Los		To	tal
Localities.	Vessels in which	Lives Lost.	Vessel, in which Lives were Lost.	Lives Lost,	Vessels in which Lives were Lost.	Lives I ost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost,	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Fern Islands to Flamborough Head.	-	-	-	_	-	_	_	-	-	  - 	-	-	-	-	-	-	-	-	-	-	-	_	-	-	-	_	-	-
Flamborough Head to North Fore- land.	1	5	4	13	-	-	4	13	1	5	-	-	1	5	-	-	1	2	1	2	-	-	6	23	1	2	7	25
North Foreland to St. Catherine's Point.	1	3		-	-	-	-	-	-	-	1	1	1	1		-	-	-		-	-	-	1	3	1	1	2	4
St. Catherine's Point to Start Point.	-	-	-	-	1	2	1	2	1	7	-	-	1	7	-	-	-	-	-	-	-	-	1	7	1	3	2	9
Start Point to Land's End.	-	-	-	_	-		-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	i —	-	-		-
Land's End to Hart- land Point (in- cluding Scilly).	-	-	1	6	-	-	1	ť	-	-	-		-	-	-		-	-	-		-		1	8	-	-	1	8
Hartland Point to St. David's Head.	-	-	1	4	1	1	2	5	2	3	-	-	2	3	-	-	1	1	1	1	-	-	3	7	2	2	5	9
St. David's Head and Carnsore Point to Lambay Island and Skerries (Angle- sea).	-		1	33	-		1	33	1	11		-	1	11	-	_	-	-		-	_	_	2	44	-	_	2	44
Skerries (Anglesea) and Lambay Is- land to Fair Head and Mull of Can- tire.	1	3	-	-	ì	1	1		• 1	1	-	-	1	1	-	-	-	-	— 	-	-	-	2	4	1	1	3	5
Cape Wrath to Buchanness.	-	-		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	_	-	-	-	-
Buchanness to Fern Islands.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-		-	-	_	-	-	-	-
All other parts of the Coast.	-	-		-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-			-	_	-	-	-	-
At Sea	-	-	-	-	-	-	-	-	-	-	-		-	-	-		-	-	-	-	6	30	6	30	-	-	6	30
TOTAL on or near the COASTS of the UNITED KINGDOM	3	11	7	56	3	4	10	60	6	27	1	1	7	28	_	_	2	8	2	3	6	30	22	121	6	8	28	133
On or near the Coasts of British Possessions Abroad.	_	-	-	_	_	_	-	_	-	_	-	-	-	-	_	-		_	-	_	-	_	-	_	_		-	_
On or near the Coasts of Foreign Countries.	-	-	2	13	-	_	2	13		-	-		-	-	-	_	-	-	-	_	-		2	13	-	-	2	13
In Oceans and Seas	1	11	_	-	-		_		-	_	-	-	-	-	1	1	36	40	37	41	13	275	14	287	36	40	50	327
TOTAL ABROAD	1	11	2	13		_	2	13				-	_	_	1	1	36	40	37	41	12	27.5	16	300	36	40	52	340
GRAND TOTAL	4	22	9	69	3	4	12	73	6	27	1	1	7	28	1	1	38-	43	19	44	ы	305	:88	424	42	48	8)	472

Part L.]
Table 16—continued.

### TABLE 16. Seamen Lost.—Localities—continued.

#### (b.) Lives Lost in Steam Vessels.

(A vessel which		derings			itran			Cas			Collis						her	_			Miss				Tot			· <u></u>
	To	otal ses.		tal 1809.	Par	rtial uses.	Tot	tal.	To Los	tol ser.	Par Los	tial sos.	То	tal.	To Los	tal ses.	Par	tial seu.	Tot	ial	Ves	sels.		otal sses.	Par Loa		To	tal.
Localities.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Laves were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Laves were Lost.	Lives Lost.	Vessels in which Laves were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Fern Islands to Flamborough Head.	-	_	1	9	_		1	9	_	-	-		-	_	.	-		-	_	_	-	-	1	9	-	_	1	Ð
Flamborough Head to North Fore- land.			-	_	-	-	-		3	18	1	1	4	19	-	-	-		-	-	-	-	3	18	1	1	4	10
North Foreland to 8t. Catherine's Point.	-		-	_	-	_		_	1	1	-	-	1	1	-	-		-	-	-	-	-	1	1	-	-	1	1
St. Catherine's Point to Start Point.	-		-	-	-	_	-	_	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
Start Point to Land's End.	-		-	-	-	_	_	-	-	-	-	_		-	-	-		_	-	_	-	-	-	-	-	-	-	_
Land's End to Hartland Point (including Scilly).	_	-	-	-	_	_	-	-	t	18	-	-	1	18	-	_	1	3	1	3		-	1	18	1	3	2	21
Hartland Point to St. David's Head.	1	4	1	7		   —	¹   	7	-		-	_	-	-	-	-	1	1	1	1	-	-	2	11	1	1	3	12
St. David's Hend and Carmsore Point to Lambav Island and Skerries (Angle- sea).		-	-	-	_	-	_	-	1	18		_	1	18	1	)	-	1	_	_	_	_	1	18	_	_	1	18
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	-	_	-	-	-	-	<b>-</b>	_	1	3	-	_	1	2	-	1	-	-	-	-	   		, <b>1</b>	2	-	-	1	2
Cape Wrath to Buchanness.	-	-	-	-		-	-	_	<u>-</u> :	_	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	_	-	_
Buchanness to Fern Islands.	-	-		_	-	-	-	_	-	-	-		-	-	-	-	-	-	-	_		-	1	12	-	-	1	. 12
All other parts of the Coast.	1	12	1	_	_	_	_	_		_	_	_	_		1	1		-		_		-	_		_	; — I —	•	
TOTAL on or near the COASTS of the UNITED	2	16	2	16	  -		2	16		57	1	1	8	58		_		4	2	4	 	   -	 11	89	3	5	14	94
Kingdom)		_	_		_		-						_		-								-		 	   	-	
On or near the Coasts of British Possessions Abroad.	1	1	3	9	-	-	2	9	-	_	-	_	-		-	_	1	1	1	1	-	-	3	10	1	1	4	11
On or near the Coasts of Foreign Countries.	-	_	в	72	_	-	6	72	1	12	-	_	1	12	-	-	3	3	2	3	_	_	7	84	2	3	9	ध्य
In Oceans and Seas	1	20	L	_	_		_	_	1	2	1	3	2	4	_	_	26	30	26	30	5	103	7	134	27	32	34	166
TOTAL ABBOAD	2	30	8	81	- 		8	81	2	14	1	2	3	16		_	29 —	34	29	34	5	103	17	228	30	36	47	964
GRAND TOTAL	4	46	10	97	-	-	10	97	9	<b>7</b> 1	2	3	11	74	-	-	31	38	31	38	5	108	28	317	33	41	61	328

Table 16. Seamen Lost.-Localities-continued.

#### (c.) Total—Lives Lost in Sailing and Steam Vessels.

•	Foun-	dorings			stran	ding	ŗs.				Colli	sion	B.			Ot	her	Cau	968.		Mis	sing			Tot	al		
	To	otal Bacs.		tal 3909.	Par	rtial scs.	Tot	al.	To Los	tal ses.		tial	То	tal.	To	tal	Par	tial ses.	То	tal	Ves	sels.	T L	otal	Par Los		То	rtal.
Localities.	Vessols in which	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vees, is in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which	Lives Lost.	Vessels in which	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lares were Lost.	Lives Lost.	Vessels in which Idves were Lost.	Live Lost
Fern Islands to Flamborough Head.	_	-	1	9	-	-	1	9	-	_	-	_	-	-	-	-	-	-	-	-	-	-	1	9	-	-	1	9
Flamborough Head to North Foreland	1	5	4	13		-	4	13	4	23	1	1	5	24	-	-	1	2	1	2	-	-	9	41	2	3,	n	44
North Foreland to St. Catherine's Point.	1	3	-	_	-		-	-	1	1	1	1	2	2			-	-	-	-	1		2	4	1.	1	3	5
St. Catherine's Point to Start Point.	-	-	-	-	L	2	1	2	1	:	-	-	1	7	-	-	-	-	-	_	-		1	7	1	3	3	9
Start Point to Land's End.	-	-	-	_	-	-	-	-	-	-	-	-	-		-	-	-		-	_	-	-	-	_	-	-	-	-
Land's End to Hart- land Point (in- cluding Scilly).	_	-	1	6			1	6	1	18		-	1	18	-	-	1	3	1	3	-	-	2	24	1	3	8	27
Hartland Point to St. David's Head.	1	4	2	11	1	1	3	12	2	3	-	-	2	3	  - 	-	2	2	2	2	-	-	5	18	3	3	8	21
St. David's Head and Carnsore Point to Lambay Island and Sker- ries (Anglesea).	_	_	1	38	_	-	1	33	2	29	-	-	3	29				-	_	-	-	-	3	62	_	-	3	62
Skerries (Anglesea) and Lambay Is- land to Fair Head and Mull of Cantire.	1	3	-	_	1	1	1	1	2	3	-	_	2	3	-	-	_	_	-	_	_	-	3	6	1	1	4	7
'Cape Wrath to Buchanness.	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	_	-	-	-	-
Buchanness to Fern Islands.	-	-	-	-	-	-	-	_	-	-	-	-	-	-	-	-	-	-		-	-	-	-	_	-	-		_
All other parts of the Coast.	1	12	-	-	-	-	-	_	-	-	-	-	-	-	-	_	-	-	-	-	-	-	1	12	-	_	1	12
At Sea	-	_	_	-	_	_	_	_	-	_	-	_	_	_	_	-	-	_	_	_	6	30	6	30	-	_	6	30
TOTAL on or near the COASTS of the UNITED KINGDOM	5	27	8	72	3	4	12	76	13	84	2	2	15	86	-	_	4	7	4	7	6	30	33	213	9	13	42	226
On or near the Coasts of British Possessions Abroad.	1	1	2	9	_	_	2	9	_	_	_	_	-		_		1	1	1	1	_		3	10	1	1	4	11
On or near the Coasts of Foreign Countries.	_	-	8	85	-		8	85	1	12	-	-	1	12	-	-	2	3	2	3	-	-		97	2	3	11	100
In Oceans and Seas	2	40	_	_	-	_	-	_	1	2	1	2	2	4	1	1	62	70	63	71 —	17	378	21	421	63	72	84	493
TOTAL ABROAD	3	41	10	94	_	_	10	94	3	14	1	2	3	16	1	1	66	74	66	<b>7</b> 5	17	378	33	528	66	76	99	604
GRAND TOTAL	8	68	19	166	3	4	23	170	15	98	3	4	18	102	1	1	69	81	70	82	23	408	66	741	75	89	141	830

TABLE 17. Seamen and Passengers Lost. Classification\*:—Statement showing the Number of Lives Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number of Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and further distinguishing the Lives Lost in Classed\* Vessels from those Lost in Unclassed\* Vessels.

(a.) Lives Lost in Vessels Totally Lost.

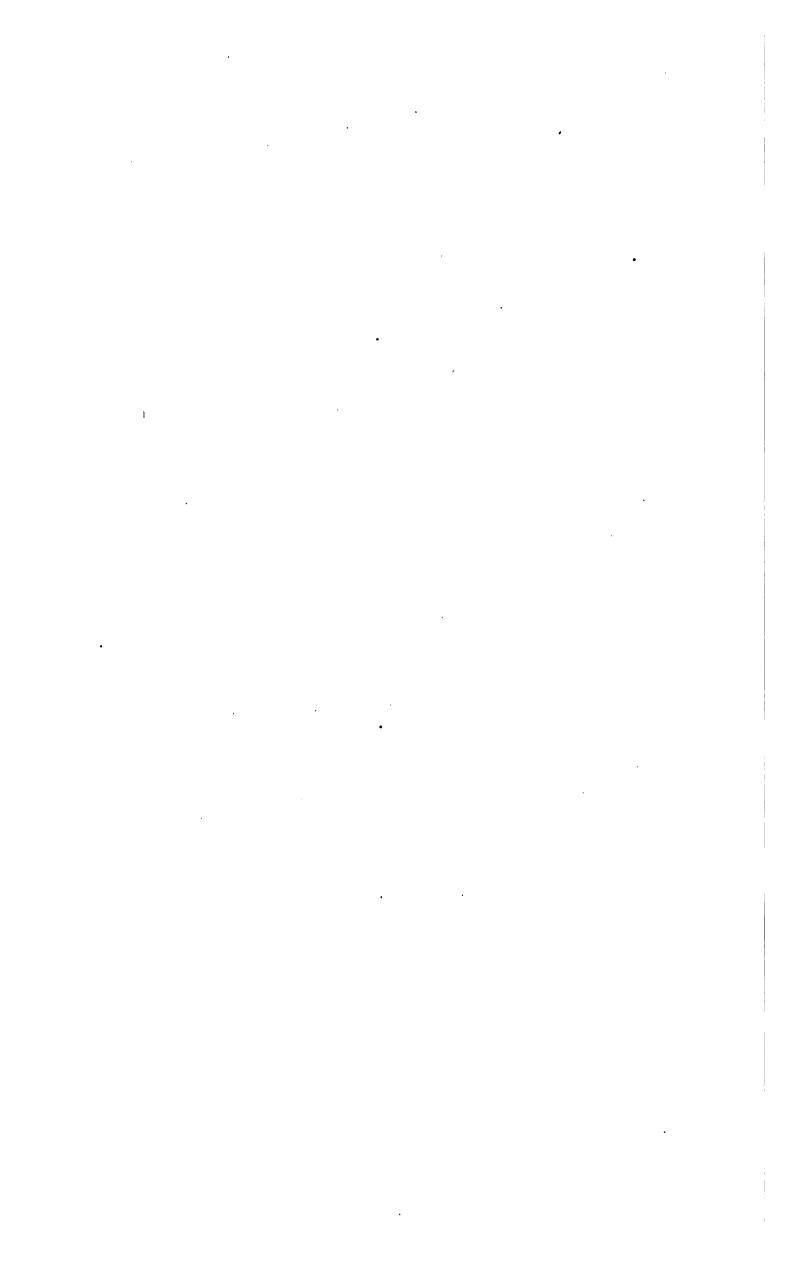
	ī	Class	sed.°	<u>_</u>	1	Uncla	ssed.*		1	Tot	al.	
Nature of the	Vessels		Lives Lost		Vessels		Lives Lost	t.	Vessels		Lives Lost	
Casualties.	in which Lives were Lost.	Crew.	Pas- sengers.	Total.	in which Lives were Lost.	Crew.	Pas- sengers.	Total.	in which Lives were Lost.	Crew.	Pas- sengers.	Totai
	Water Bonto		NOLIS 01 4.		<u> </u>	LOST IN	SAILING	Vessels.			songora.	
Founderings			Ī <u> </u>	_	4	22 17	_	32	4	2 <u>2</u> 2	_	32
Strandings Collisions	4	52 7	1 -	53 7	4 5 5	17 20	=	17 20	9	<del>0</del> 9 27	1	22 70 27
Other Causes Missing Vessels	15	282		282 282	_ 5	23	=	23	1 18	30 <b>5</b>	=	1 305
TOTAL	19	342	1	343	19	82		82	38	424	1	425
		•			(2,) LIVE:	s Lost 11	STEAM T	Vessels.	<u>'</u>		·	<del></del>
Founderings	_		_	_	4	46	7	53	4	46	7	53
Strandings Collisions	8	<b>66</b> <b>4</b> 0	2	68 41	3 4	31 31	17 3	48 34	11 9	97 71	19	11 <b>6</b> 75
Other Causes Missing Vessels	. 4	<del></del>	=	89	- I	14	_	14	5	103	=	103
TOTAL	17	195	3	198	12	122	27	149	29	317	30	347
			\\		·	(3.) To	OTAL.		<u>'</u> .			
Founderings	_	_	_	_	8	68	7 17	75	.8	68	7	75
Strandings Collisions	12 6	118 47	3 1	121 48	8 8 9	48 51	17 3	75 65 54	20 15	166 98	20 4	186 1(12 1
Other Causes Missing Vessels	17	371	=	1 371	-6	37	=	37	23	1 408	_	408
TOTAL	36	537	4	541	31	204	27	231	67	741	31	772
		(	b.) Liv	es Los	it in Vo	ssols 1	Partial	ly Los	it.			
					(l.) LIVES	LOST IN	SAILING	Vessels.				
Strandings Collisions	1	1 1	-	1	2	3	-	3	8	4	_	4
Other Causes	83	37		87	5	6		6	38	43	=	43
TOTAL	35	39		39	7	9		9	42	48		48
	1				(2.) LIVE	s Lost II	N STEAM V	TESSELS.		- 1	i	
Strandings Collisions Other Causes		26	=	=	4	- 3 12	13	15	4	3	12	15
TOTAL	21	26		26	10	15	12	12 27	31 36	38 41	12	<del>- 58</del> - 53
						(3.) To	TAL		<u> </u>	'	!	
Strandings Collisions	1	1	1	1	2 !	3 3	<u></u>	3 15	3 5	4	12	4
Other Causes	54	63		63	15	18		18	69	81	=	16 81
TOTAL	56	66		65	21	24	12	36	77	89	13	101
					(c.) T	otal.						
	<del></del>	<del></del> -			(l.) LIVES	LOST IN	SAILING	Vessels.	<del></del>		1	
Founderings	5	58	<u></u>	54	4 7 5	22 20 20	=	22 20	12	22 73	- i	22 74
Collisions	2 34	8 38	=	8 38 282	5	6 :	=	30 6	7 39	22 73 28 44	=	22 74 28 44 305
Missing Vessels	13	282			5	23		23	18	306		
TOTAL	54	381	1	382	28 :	91	-	91	80	472	1	478
	—г		<del></del> -		(2.) LIVE	S LOST II	STEAM V	ESSELS.	<del></del> i		· · ·	
Founderings	8	66 40	- 2 1	68	4 3	46 31	7 17	53 48	11	46 97	7 19 16	53 116
Collisions Other Causes	21	26		68 41 26 89	8 10	34 12	15	53 48 49 12 14	11 13 31	97 74 88	16	90 38
Missing Vessels	38	89 221		224	26	137	39	176	5 64	103 358	42	103
				4-7	20	(3.) To						
Founderings			1				1	,, l				
Strandings	13	119	3	122	10	68 51	17	75 68	8 23	68 170	7 20	75 190
Other Causes Missing Vessels	7 66 17	48 64 371	1 -	49 64 371	13 15 6	54 18 87	15	69 18 37	23 20 70 23	102 82 408	16	75 190 118 83 408
TOTAL	92	602	4	606	52	228	39	267	144	830	43	873
Pr "classed" w												···

By "classed" vessels are understood those which were classed in Lloyd's Register. Liverpool Book, or Bureau Veritas. The "unclassed" division probably includes a number of vessels classed in some of the smaller registries.

Deaths at Sea from all Causes in Merchant Vessels registered in the United Kingdom.

Table 18. Deaths at Sea from all Causes. Grand Totals:—Statement showing the Total Number of Deaths at Sea in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) arising from:—
(1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom, or were reported from Abroad, during the Year 1900-1901;
(2.) Accidents other than Wreck reported during 1900-1901;
(3.) Disease, Murder, Suicide, &c., reported during 1900-1901;
distinguishing the Deaths in the Home Trade from those in the Foreign Trade, the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers. of Seamen, Lascars, and Passengers.

		hs in Sai Vessels.	ling		hs in Ste Vessels.	an.		Total.	
Cause of Death.	Cre	w.	•	Cre	w.		Cre	w.	
	Masters and Seamen.	Lascars.	Passen- gers.	Masters and Seamen.	Lascars.	Passen- gers.	Masters and Seamer.	Lascars.	Passen gers.
(a.)	Death	s in tl	he <b>H</b> oi	ne Tra	de.				
Wrecks of, and Casualties to, the Vessels.	71	_	_	82	_	14	153	-	14
Accidents other than Wreck or Casualty.	22	_	1	17	-	3	39	-	4
Disease, Murder, Homicide, Suicide, and Unknown Causes.	5	_		13	_	11	18	_	11
TOTAL	98	_	1	112		28	210	_	29
(b.)	) Death	s in tl	10 For	eign T	rade.	•			
Wrecks of, and Casualties to, the Vessels.	401	_	.1	255	21	28	656	21	29
Accidents other than Wreck or Casualty.	112	-	2	123	35	1.7	235	35	19
Disease, Murder, Homicide, Suicide, and Unknown Causes.	107	_	298	311	181	872	418	181	1,170
TOTAL	620	_	301	689	237	917	1,309	237	1,218
		(c.) T	otal.	· · · · · · · · · · · · · · · · · · ·		·			<u>'</u>
Wrecks of, and Casualties to, the Vessels (see Tables 1217).	472	_	1	337	21	42	809	21	43
Accidents other than Wreck or Casualty.	134		3	140	35	20	274	35	23
Disease, Murder, Homicide, Suicide, and Unknown Causes.	112		298	324	181	883	436	181	1,181
TOTAL	718	_	302	801	237	945	1,519	237	1,247



### PART II.

Tables relating to SEA CASUALTIES to, and LIVES LOST AT SEA from, MERCHANT VESSELS REGISTERED IN BRITISH POSSESSIONS ABROAD under the Merchant Shipping Acts, exclusive of Yachts and Fishing Vessels; with SUMMARIES of Parts I. and II.

TABLE 19. Totals:—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

Nature of the C	agnalt:	ies.	Tote	al Lorses.	Seriou	s Casualties.	Minor	Casualties.	•	l'otal.
Nature of time of	<b>2</b>	166.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
					(	a.) Sailin	g Ves	sels.		
Founderings	•••	•••	21	3.707	-	_	_	_	21	3,707
Strandings		•••	74	8,872	35	5,578	49	10,663	158	2 <b>5,11</b> 3
Collisions			5	1,051	20	6,119	13	4,452	38	11,622
Other Causes		•••	2	1,864	60	30,335	99	33,698	161	65,897
Missing Vessels	•••	•••	6	1,442	-	_	-	<del>-</del>	6	1,442
TOTAL	•••	•••	108	16,936	115	42,032	161	48,813	384	107,781
						(b.) Stean	n Ves	sels.		
Founderings		•••	2	114	_	_	_	_	2	114
Strandings	•••	•••	16	5,885	12	4,558	36	19,077	64	<b>29,</b> 520
Collisions		•••	-	_	4	2,570	23	13,416	27	15,986
Other Causes	•••	•••	1	51	8	5,513	24	20,938	33	26,502
Missing Vessels	•••	•••	3	2,807	_	_	_		3	2,807
TOTAL	•••	•••	22	8,857	24	12,641	83	53,431	129	74,929
						(c.) '	rotal.	I	<u>!</u>	
Founderings		•••	23	3,821	_		-	_	23	3,821
Strandings			90	14,757	47	10,136	85	29,740	222	<b>54,63</b> 3
Collisions	•••		5	1,051	24	8,689	36	17,868	65	27,608
Other Causes			3	1,915	68	35,848	123	54,636	194	92,399
Missing Vessels	•••		9	4,249	-		_	_	9	4,249
TOTAL	•••		130	25,793	139	54,673	244	102,244	513	182,710

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

Table 20. Cargoes:—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the Description of Cargoes carried by the Vessels when the Casualties occurred.

(a.) Sailing Vessels.

(A wessel to which more than one camelty	occurred in the period is entered for each casualty.)
(A vessel to which more than one casualty	occurred in the period is entered for each casualty.)

(A vessel to	,	l			asua:				re her	1	011001		. Galoi		103.7			
	Founder-		Stran	dings.			Colli	sions.			Other	Cause	<b>.</b>	<b>a</b>		To	al.	
Cargoea.	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Missing Vessels.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Ballast Timber Grain Coal Metallic Ores, &c Machinery, Wrought Iron, &c. Stone, Slate, Lime, Bricks, Clay, Cement, &c. Salt, Soda, Potash, &c. Guano, &c Dung, &c Hay, Straw, &c. Sugar, Molasses, &c. Tea, Coffee, Spices, &c. Potatoes, Frult, &c Cotton, Wool, &c Wine, Spirts, &c Fish, Oil, &c General Explosive Oils, &c Unknown	6413   1   1   1   1   1   1   1   1   1	1537 1337 133 1 158   58	1228   1   1   244   88	13 19 1 6 	32 44 6 16 1 5 1 2 1 1 7 13 9	1	2 6 3 	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	38   5   2   2   1   1   1   1   1   1   1   1	3	76 33 8   4 2   3   2 1   8 3   2   8   1   2	83317   12 22     5   6     18 2 5 5	15 48 4 15 1 6 4 2 1 8 1 23 11 3 7 5	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	23 19 4 11 1 1 2 4 1 7 10 1 6 11	13 34 5 14 — 6 2 — 3 1 11 7 16 9	20 53 21 14 1 1 1 5 7 1 15 9 2 6 13	566 1066 111 39 2 14 8 4 1 1 2 10 14 2 1 1 33 26 4 4 18 33
TOTAL	21	74	<b>3</b> 5	49	158	5	20	13	38	2	60	99	161	6	108	115	161	384
	,			. (	<b>(b.</b> )	Stee	m T	7055	ols.			,	,	·····			,	
Ballast Timber Grain Coal Metallic Ores, &c. Machinery, Wrought Iron, &c. Stone, Slate, Lime, Bricks, Clay, Cement, &c. Salt, Sods, Potash, &c. Guano, &c. Dung, &c. Hay, Straw, &c. Sugar, Molassec, &c. Tes, Coffee, Spices, &c. Cotton, Wool, &c. Wine, Spirits, &c. Fish, Oll, &c. General Explosive Oils, &c. Various Unknown	2	51 3     1	1	6 1 3 1 - - - - 1 - - 1 - 1 - 1	12 1 6 2 1 1 1 1 2 3 6 2 1 0		1	11   1   1   1   1   1   1   1   1   1	11	1	1 1 - - - - - - - - - - - - - - - - - -	2 1 	3 1 2 	2	71	1	19 1 5 5 1 1 1 1 28 1 25	28 2 1 13 2 - 1 - 1 1 - 1 - 3 48 - 2 2 2 8
TOTAL	2	16	12	36	64	<b>–</b> .	4	23	27	1	8	24	33	3	22	24	83	139
	, - ,					( <b>c.</b> )	Tot	al.							<del></del>			
Ballast Timber Grain Coal Metallic Ores, &c Machinery, Wrought Iron, &c. Stone, Slate, Lime, Bricks, Clay, Cement, &c. Salt, Soda, Potash, &c. Guano, &c. Dung, &c. Hay, Straw, &c. Sugar, Molasses, &c. Tea, Coffee, Spices, &c. Potatoes, Fruit, &c. Cotton, Wool, &c. Wine, Spirits, &c. General Explosive Oils, &c. Various Unknown	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	200 144 3 10 1 1 1 2 2 1 1 7 11 6 8	512233 -111	19 19 29 -1 1 1 	44 45 722 35 11 12 51 98 33 1120	1 1 1 1 1 1 2	26 4 1 1 	13 2 - 2 - 1 1 1 1 1 - - - 1 - - - - - - -	14 8 7     2 2 1 1 1         1 2 6   1 19	- - - - - - - - - - - - - - - - - - -	81739     4 2       3   21   87121	8 32 1 8   1 2 2 2   6   6   1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	19 49 47 17 16 42 29 29 37 15	1 1 1 1 1	3.) 20 4 16 -1 4 4 	15 35 6 16 2 	39 53 19 	84 108 12 51 4 14 14 11 15 21 11 36 4 20 61
TOTAL	23	90	47	85	222	5	24	36	65	3	68	123	194	9	130	139	244	513

Table 21. Cargoes and Tonnage. Total Losses only:—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and the Description of Cargoes carried by the Vessels when Lost.

#### (a.) Sailing Vessels.

		( <b>a.</b> )	Sai	ling V	'ess	ols.						
Cargoes,	Found	derings.	Stra	ndings.	Co	llisions.		ther auses.	M V	lissing essels.	Т	otal.
Can good	No.	l'onnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage
Ballast Timber Grain Coal Metallic Ores, &c Machinery, Wrought Iron, &c. Stone, Slate, Lime, Bricks, Clay, Cement, &c. Salt, Sode, Potash, &c. Guano, &c. Dung, &c. Hay, Straw, &c. Sugar, Molasses, &c. Tea, Coffee, Spices, &c. Potatoes, Fruit, &c. Vine, Spirits, &c. Fish, Oil, &c. General Explosive Oils, &c. Various Unknown	64112	388 409 77 425 — 65 385 — — — — 91 — 97 310 1,449	15 13 8 7 1 1 3 - - - 1 2 2 1 5 8 7 8 7 8 8 8 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3,522 1,511 1,512 1,152 98 431  329 359 41 20  488 610  205 589	1	778 	2	1,884		1,092 -00         -	23 19 4 11  1 4 3  1 2  10 16 11	5.574 3,012 2211 2,415 —88 498 566 — — — — — — — — — — — — — — — — — —
T01AL	21	3 <b>,7</b> 07	74	8,872	5	1,051	2	1,864	6	1,442	108	16,936
		(b.)	Ste	am V	0550	ls.						
Ballast Timber Grain Coal Metallic Ores, &c. Metallic Ores, &c. Machinery, Wrought Iron, &c. Stone, Slate, Lime, Bricks, Clay, Cement, &c. Salt, Soda, Potash, &c. Guano, &c. Dung, &c. Hay, Straw, &c. Sugar, Molasses, &c. Tea, Coffee, Spices, &c. Potatoes, Fruit, &c. Cotton, Wool, &c. Wine, Spirits, &c. Fish, Oil, &c. General Explosive Oils, &c. Various Unknown	2	114	5 1 3 	271 1,271 794 	111111111111111111111111111111111111111		1		2 	2,767 	7 1 5	385 1,271 3,561 
			(c.	) Tota	1.	<u>!</u>	l	<u> </u>	<b>L</b>	1	<b></b>	<u> </u>
Ballast Timber Grain Coal Metallic Ores, &c Machinery, Wrought Iron, &c. Stone, Slate, Lime, Bricks, Clay, Cement, &c. Salt, Soda, Potash, &c. Guano, &c. Dung, &c. Hay, Straw, &c. Sugar, Molasses, &c. Tea, Coffee, Spices, &c. Potatoes, Fruit, &c. Ootton, Wool, &c. Wine, Spirits, &c. Fish, Oil, &c. General Explosive Oils, &c. Various Unknown	8 4 1 2   1 1     1   1   1   1   1   1   1	502 409 777 425 — — 65 386 — — 91 — 91 1,449 11	20 14 3 10 1 3 1 1 2 2 1 7 11 6 8	3.593 2.782 214 1.946 98 451 1.888 		778             	2	1.864 	2 3 - 1 - 1 - 1 - 1	1,092 2,827 	30 30 4 16 — 1 4 4 — — 1 2 — 4 1 — 9 14 17 12	5,959 4,283 291 5,976 98 496 2,488 
TOTAL	23	3,821	90	14,757	5	1,061	3	1,915	9	4,249	180	25,793

TABLE 22. Tonnages:—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the Approximate Tonnages of the Vessels.

(a.) Sailing Vessels.

	Founder-		Stran	dings.			Colli	sions.		(	Other (	Oauses		si .		To	tal.	
Tonnages.	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Ossualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Missing Vessels.	Total Losses.	Serious Casualties.	Minor Casualties.	Total
	. 5	27	3	15	45	3	1	3	6	-	5	8	13	1	35	9	26	70
100 000	9 3	29 7	17	10 12	56 28	2	5 6	3	10	1	7 16	26 29	33 46	3 1	48 12	29 31	39 42	111 85
100 900	. 1	7		5	12	_	3	2	5		7	6	13		8	10	13	31
300 , 400 ,	2	3	3	1	5	-	1	-	1	_	3	9	12	-	4	6	10	20
	-	-	1	1	2 3	_	- 1	1	- 2	-	4	3	7	_	_	8	3	9
uno 700	::  _	_	1		1	_		1	1	_	1	1	6 2	_	_	2	4 2	10 4
=00 1100	-	-	_	1	1	1	1	_	2	_	ı	4	5	_	1	2	5	8
	-	-	-	1	1	_	-	1	1	-	-	-	-	_	_	-	2	2
//	··   -;	1	-	-	1		1	-	1	_	3	1	4	1	3	4	1	7
3.500 9.000	<u>1</u>	7	_	3	3 1	_	1	1	2	1	1 6	5 5	6 12	_	1 2	8	9	12 13
		-	_	_	_	_	_	_	_	_	2		2	_		2	_	2
		-	-	-	-	_	-	-			-	-	_	-	-	_	-	_
3,000 tons and above	-	-	-	-	_	_	-		-	-	-	-	_	_	-	-	_	-
TOTAL	21	74	35	49	158	5	20	13	38	2	80	99	161	6	108	115	161	384
				(	( <b>b.</b> )	Ste	am	Ves	sols	•				•				
Under 50 tons	1	4	1	4	9	_	_	6	6	_	2	1	3	1	6	3	11	20
	1	3	1	5	9	_	1	4	5	1	-	1	3	_	5	2	10	17
" "	"  <u>-</u>	1	3	7 3	11	_	_	1	1	_	3	1 1	1	_	1	3	9	13
400	::	2	i	4	7	_	2	1	3	_		1	1	_	2	3	8	7 11
****		l ī	ì	_	2	_	_		_	_	1	_	1	_	i	2	_	3
	–	2	1	2	5	_	-	2	2	-	_	6	6	-	2	1	10	เร
	-	-	1	1	2	_	-	1	1	-	-	1	1	-		1	3	4
JAA 1 AAA	::	=	1	2	1 8	_	_	1	1	_	_	1 3	1	_	l	1	1 6	7
		_	-	2	2	_	_	3	3	_	1	1	2	_		î	8	7
7 200	–	1	-	3	4	_	-	1	1	_	-	2	3	1	2	-	6	8
II	–	1	-	2	3	_	1	3	4	-	2	4	8	1	3	3	9	14
-, ,,	··     –	1	_	1	3	-	-	-	_	-	-	1	1	-	1	-	2	3
	::	_	1 =	_	_		_	_	_	_	_	_	_	_		_	_	_
1,500 (00,5 822 800 10		↓														<u> </u>		<u> </u>
TOTAL	. 3	16	12	36	64	_	4	23	37	1	8	24	<b>3</b> 3	3	22	24	83	139
						(c.)	To	tal.						<u>:</u>				
	. 6	31	4	19	54 03	2	1	9	13	-	7	9	16	2	41	12	87	90
200 000	. 3	32 8	18	15 19	65 39	2	6 6	7 2	15 8	1	7 16	27 30	35 47	3 1	48 13	31 34	49 51	128
000	i	7	1	8	16	_	3	3	5	_	9	7	16		8	13	17	38
300 , 400 ,	2	4	3	5	12	_	3	1	4	_	3	10	13	_	8	9	16	31
	··  -	1	3	-	4	_	-	-	_	_	5	3	8	-	1	8	3	12
	::  _	2	2 2	3 1	7		1	3 2	4 2	_	1	8	12 3	_	3	7	14	23
600 , 700 ,, 700 , 800 ,,	::  =	_	î	1	2	1	1		3	_	1	5	8		1	3	5 6	8 10
1000	-	-	ī	3	4	_	-	2	2	_	_	3	3	_	_	1	8	8
	-	1	-	2	8	-	1	3	4	-	4	2	в	1	2	5	7	14
,,	. 1	1 0	-	6	7	_	1	2	3	-	1	7	8	1	3	2	15	20
3 FAA AAAA	-	1	=	2 1	4 3	_	1	3	4	1	8	9	18 3	1	4	9	14 2	27 5
1,500 , 2,000 , 2,000									-	_	. 3	1 1	-3			ا شد	ا د ا	1 5
2,000 , 2,500 ,	::	-	_	_	_ ]	_		_		_	_				_	_		
2,000 ,, 2,500 ,, 2,500 ,, 3,000 ,,	1	=	_	_ 	_	_	-	-	_	_	_	_ _	_	-	 	_ _	_	

TABLE 23. Ages:—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the AGES of the Vessels when the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

					-							200 1			DAITY.	·)		
	Founder- ings.		Stran	dings.			Collia	dons.		C	Other (	Causes	,			To	i <b>tal.</b>	
Agos,	Total Losses.	Total Losses.	Serious Oasualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Carnaltice.	Total.	Missing Vessels.	Total Losses.	Serious Oasualties.	Minor Casualties.	Total.
Under 3 years	2 7 1 4 2 3 - - - - - - 1 - - - 1	4 9 9 6 19 17 6 8 - - - 1	6 2 3 2 9 7 5	5 2 8 8 14 9 4 1 	15 13 18 16 42 33 15 4 	1 2 2 3 5	- 8 4 - 2 5 5 5 1 20	- - 4 - 2 4 1 2 - - - - - - - -	1 5 8 -4 111 6 3 	2	6 6 12 8 12 10 2 1 1 1 60	9 15 16 15 12 19 10 2 1 1 - - -	15 21 28 23 26 29 12 4 2 - - - - -		7 18 12 10 24 25 6 3 1 2 2 108	12 11 19 10 23 22 12 3 1 - - 1	14 17 26 23 28 32 15 5 1 — — —	33 46 57 43 75 79 33 11 3 — 1 — 3
•					( <b>b.</b> )	Ste	am '	Vess	sols.									
Under 3 years  3 and not exceeding 7 years  8, 10  11, 14  15, 20  31, 30  31, 40  41, 50  51, 60  61, 70  71, 80  81, 90  91, 100  Unknown	1 1	2 2 - 7 4 1 - - - - - - -	1 2 2 3 - 8 5 1	3 6 4 11 5 4 — — — — — — —	6 7 8 4 21 12 6 64		1 1 1 1 1	1 6 2 1 9 8 1 - - - - - - - - -	2 6 2 2 10 4 1 - - - - -	1	3 3 -2 	1 4 3 8 2 3 - - - - - -	1 7 7 3 10 2 3 3 - - - - - -	1 - 1 - 1 3	3 2 1 2 8 5 1 — — — — — — — — — — — — — — — — — —	2 5 5 6 4 1	5 13 11 8 28 10 8 	10 20 17 11 42 19 10 
						(c.)	To	tal.										
Under S years	2 7 1 5 3 1 1	6 11 9 6 26 21 7 5 — —	7 4 5 2 12 10 6 1	8 5 12 12 25 14 8 1 — — — — — — —	21 20 28 20 63 45 21 4 —	1 3	1 3 4 1 3 6 5 1	1 6 6 6 1 11 7 2 2 2	3 11 10 2 14 15 7 3	- 1 - 2	6 9 15 8 14 10 2 3 1 1 — 1 — — — — — — — — — — — — — — —	10 19 19 18 20 21 13 2 1 —	16 28 35 26 36 31 15 4 2 — 1	1 2 1 1 4	10 20 13 12 32 30 7 3 1	13 ; 3 ; 1   -   -   -	19 30 37 31 56 42 23 5	43 66 74 54 117 98 43 11 3 -
TOTAL	23	90	47	85	222	- 5	24	36	65	3	G8	123	164	9	. 130	139	214	513.

TABLE 24. Ages and Tonnage.—Total Losses only:—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and the AGES of the Vessels.

#### (a.) Sailing Vessels.

			Ages.				Fou	nderings.	Str	andings.	Co	llisions.		Other Jauses.	v	lissing cescls.	,	Fotal.
							No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage
Unde	r 3 ye	ars .			••		2	18	4	418	1	97	_	_	_	_	7	583
3 &	nd not	exceed	_	years	••	••	7	958	8	425	2	127	-	-	-	-	18	1,508
8	,,	"	10	<b>29</b> j	••	••	ı	98	9	2,527		-	-	-	2	241	12	3,866
11	**	"	14	10	••	••	4	581	6	427	_	- 1	-	-	-	-	10	1,008
15	19	**	20	17	••	••	2	1,466	19	2,888	-	_	3	1,864	1	68	34	6,286
21	49	**	<b>3</b> 0	**	••	••	3	488	17	1,586	2	827	_	-	3	1,133	25	4,034
31	**	13	40	**	••	••	-		6	465	_	-	_	-	_	-	6	465
41	**	**	50	,,	••	••	-	-	3	127		_	_	-	-	-	3	127
51		,,	60	n.			1	97	-	-	_	-	_	-	_		1	97
61	4	**	70	**	••	••	-	- 1	_	_	_	- 1	_	-	-	-		-
71	••	••	80	••	••	••	-	_	_		-	-	_	- 1	-	- 1	-	-
81	,,	"	90	"	••	••	-	_	<b> </b>	-	_	-	_	] -	_	-	-	-
91	**	••	100	**	••	••	-	_	_	-	-	-	-	-	_	1 – 1	-	_
101 y	ears a	nd upw	ards.		••	••	<b>–</b>		_	-	-	-	_	-	_	-	_	_
Unkı	10WI				••	••	1	3	1	. 9	_	-	-	-	-	- 1	2	12
	To	TAL .					21	3,707	74	8,872	5	1,051	2	1.884	8	1,442	108	16,936

#### (b.) Steam Vessels.

							1		1		1				1		1	
Und	er 3 ye	ers .			••		_	_	2	219	l –	_	_	_ '	1	40	3	259
	-	exceed		years		••	_	_	2	1,338	l –	_	<b>-</b>	-	_	_	2	1,338
		**	10			••	-		l —		I –	<u>-</u> ·	1	51		-	1	51
11	"	"	14	"			1	74	_	_	<b>I</b> –	<b> </b>	- 1	-	1	1,540	2	1,614
15	,,		20	**			1	40	7	<b>958</b>	l –	-	- 1	_	-	-	8	998
21	,,	79	30	29			· — ·	-	4	2,856	l –	-	-	-	1	1,237	5	4,083
31		991	40	**			_	_	1	514	-	-		-		-	1	514
41	**	"	50	**	••		—	-	l —	-	l	-	l —	-	-	_	-	_
51		,,	60	19	••		-	_	l –	_	-	-	-	-	-	_	-	
61		**	70	19	••		-	-	1 —	-	l –	-	-	-	_	_	-	
71		,,	80	**			-	_	<b> </b>	-	-	-	[ <del>-</del> , ]		-		- 1	-
81		39	90	"	••		<b>—</b> .	-	-	-	_	-	_	-	_	_	-	-
91	**	**	100	>>	••			_	l —	-	l —	_	<b> </b>	-	-	_	-	_
101 y	COLTS B	nd upw	ards	••	••		-	-	_	-	-	_	-	- 1	_	_	-	_
	nown					••	_	-	-	_	í –	-	<b> </b>	_	_	_	-	-
	To:	TAL .			••		2	114	16	5,885	_	_	1	51	3	2,807	22	8,857
							1		ı		ı							

#### (c.) Total.

							1	l	i	1	ſ	1 .	ı	ſ	1	í	ł	ſ
Und	er 3 ye	ears				••	2	18	6	637	1	97	_	_	1	40	10	792
		t excee	ding 7	years		••	7	956	11	1,763	2	127		_	<b>-</b>	_	20	2,846
8		"	10				1	98	9	2,527	_		1	51	2	241	13	2,917
11	,,		14	**			5	655	6	427	_	_	_	-	1	1,540	12	2,632
15	"	"	20		••	••	8	1,506	26	3,846			3	1,864	1	68	32	7,281
31	**	19	30		••	••	3	488	21	4,443	2	827	_		4	2,360	30	8,117
31	**	**	40	•••	••		_		7	979			_	_	:	_	7	979
	71	**	50	•	•••		l _	l _	3	137	l _			_	:	_	3	127
41	**	**	60				١,	97	<u>ٿ</u> ا	:	l	_		_	_	_	ĭ,	97
51	••	,,			••	••	1 -		_	_	_	_	_	_				
61	**	17	70		••	••	-	1	1	1		_		_	_	_		
71	**	97	80		••	••	-	_	_	_		_		-	l i	_		_
81	97	11	90		••	••	-	-	-	_	_		_	_	_	-		
91	11	19	100		••	••		_	<u> </u>	_	_		_	-	_			
101 y	ears a	nd upv	vards.		••	••	-	-	l —	-	-	-	_	-	- 1	-		-
Unk	nown	••			••	• • •	1	3	1	9		-	-		_		2 1	12
	To	TAL			••	••	23	3,821	90	14,757	5	1,051	3	1,915	9	4,249	130	25,793

Note.—For the ages of Merchant Vessels registered in British Possessions Abroad which met with Sea Casualties, see Table 23.

Part II.]
Table 25.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 25. Iron, Steel, Composite, or Wood:—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the MATERIALS of which the Vessels were constructed.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

		:	Iron.	1	Steel.	Con	mposite.	١	Wood.	1	Cotal.
Nature and Results of the Casualt	ies.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage
Founderings: (Total Losses)		_	_	_	_	_	_	21	3,707	21	3,707
Strandings: Total Losses			_		-		_	74	8,872	74	8,872
Serious Casualties Minor Casualties	::	- <sub>1</sub>	1,359	=	=	_3	834	35 48	8,872 5,578 8,470	35 49	5,578 10,883
TOTAL		1	1,359			2	884	155	22,920	158	26,112
ollisions : Total Losses								5	1,051	5	1,05
Serious Casualties	::	- 2	 1,427	_	=	_1	798 	19 11	5,321 3,025	20 13	6,11 4,45
TOTAL		2	1,427			1	796	35	9,397	38	11,62
ther Causes:					!				1004		1 100
Total Losses		 6	1.015 5,670	- 8 1	3,807 382	=	 598	55 91	1,864 25,513 27,048	80 99	1,86 30,33 33,69
TOTAL		8	6,685	4	4,189	1	598	148	54,425	161	65,89
lissing Vessels		_						6	1.442	8	1,44
rom all Causes:	"	==-							i	[	1
Total Losses	::	2	1,015	3	3,807	1	798	108 109	16,936 36,412	108 115	16,93 42,03
Minor Casualties TOTAL			9,471	1	4,189	3	1,432 3,230	148 365	38,543 91,891	161 384	107,78
TOTAL					<u> </u>		3,350	300	31,001	3.02	101,10
		- 1	( <b>D</b> .)	Stea	m Vess	18.	1 1		1	ı .	
ounderings: (Total Losses) trandings:	"							2	114	2	11
Total Losses Serious Casualties	::	7 8	3,808 3,442	3 2	1,880 614	-	=	6 2	197 502	16 12	5,89 4,55
Minor Casualties		14	9,069	- 6	7,463	1	108	15	2,437	36	19,07
TOTAL ollisions :		29	16,319	11	9,957	1	108	23	3,136	64	29,52
Total Losses	::	-,	- 345	ī		-,	1,842	-1	- 50	4	2.57
Minor Casualties	••	16	8,539	3	4,718			4	159	23	13,41
TOTAL	"	17	8,884	4	5,051	1	1,842	5	209	27	15,96
Total Losses	::		1.263	- 4 18	3,999	_	_	1 2	51 251	1 8	5.51 5.51
Minor Casualties	••	10	1,263 7,238		13,650			1	50	24	20,93
TOTAL		12	8,501	17	17,649		_	4	352	33	26,50
lissing Vessels		1	1,227	1	1,540			1	40	3	2,80
rom all Causes : Total Losses		8	5,035 5,060	4 7	3,420 4,946	- <sub>1</sub>	1,842	10 5	402 803	22 24	8,85 12,64
Minor Casualties		40	24,846	32	26,831	i	108	20	2,646	83	53,43
TOTAL	••	59	34,931	33	34,197	2	1,950	<b>3</b> 5	3,851	129	74,92
				(c.) :	Fotal.						
ounderings: (Total Losses)				_	-	_		23	3,821	23	3,89
trandings: Total Losses Serious Casualties	::	7 8	3,808 3,442	3 2	1,880 614	=	=	80 37	9,069 6,080	90 47	14,75 10,13
Minor Casualties		15	10,428	6	7,463	3	942	61	10,907	85	29.74
TOTAL		30	17,678	11	9,957	3	942	178	26,056	232	54,63
ollisions : Total Losses Serious Casualties		-,	 345	<u>_</u>	333			5 <b>20</b>	1,051 5,371	5 24	1,05 8,68
Minor Casualties	::	18	9,966	3	4,718			15	3.184	36	17,86
TOTAL	••	19	10,311	4	5,061	2	2,640	40	9,606	66	27.60
Other Causes: Total Losses Serious Casualties		-	2,278	7	7,806		_	8 57	1,915 25,764	3 68	1,91 <b>35</b> ,84
Minor Casualties	::	18	12,908	14	14,082	_1	598	92	27,098 27,098	123	54,63
TOTAL	••	20	15,186	21	21,838	1	598	152	54,777	194	92,39
Missing Vessels	••	l	1,227	1	1,540	<u> </u>	-	7	1.482	9	4,24
From all Causes: Total Losses		.8	5,085	4	3,420	_	_	113	17,338	130	25,79
Serious Casualties	::	13 49	6,065 33,302	10 23	8.753 26,213	2 4	2,640 1,5 <del>1</del> 0	114 163	37,215 41,189	244 244	54.67 102,24
TOTAL	••	70	44,402	37	38,386	6	4,180	400	95,743	513	182,71

TABLE 26. Causes:—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties (other than Collisions\*) occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties (other than Collisions) Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and, as far as reported, the Causes to which the Casualties were attributed.

#### (a.) Sailing Vessels.

	Founder-	1180	Stra	ndinge	).	(	Other	Cause	L.	la.		То	tal.	
Causes	Total	1	Serious Casualtios.	Minor	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	'Cotal.	Missing Vessels.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Or ago I		ł				l			}					
CLASS 1.		l				l				1	1		į	
Cases connected with Equipment or Stowage.		1		1	İ				1	l			l	
Improper Stowage or Ballasting	_	-	_	-	-	_	_	-	-		-	-	-	-
Overloading		_	1	2	3	_	2	3	5	_	_	3	5	8
Charts, &c.			-	<u> </u>	ļ	<u> </u>	-			<u> </u>	<u> </u>			<u> </u>
TOTAL	-	-	1	2	3	-	2	3	5	-	-	3	5	8
CLASS 2.		1	Ī			1	]	1		1	1			
Cases connected with Navigation and Seamanship.		1	1		1	1				l				İ
Error, &c., of Masters, Officers, or Crew	-	8	4	8	20	-	-	-	-	-	8	4	8	20
Error, &c., of Pilots		] -		1	1		-			_	_		1	1
TOTAL	=	8	4	9	21	-	-	-	-	-	8	4	9	21
CLASS 3.		i	1	<u> </u>	i	<u> </u>	I	i I		i	<u> </u>	<u></u>	i I	i
Cases connected with Machinery or Boilers.						1				l				
Breakdowns and Explosions	-	-	-	_	-	-	_		_	_	-	_	-	_
CLASS 4.	-	<del></del>	<del></del> -	<del> </del>		<del> </del>	-	, 			<del>!</del>	1	<u> </u>	<del> </del>
Other Cases.		1				•								
Intentional Destruction, i.e., Scuttling, Casting Awa	y, 1	-	-	-	-	-	-	-	_	-	1	-	-	1
&c. Explosions of Coal Gas	-	-	-	-	-	<b>-</b>	-	-	-	_	-	_	-	-
Other Explosions	-	-	-	-	-	-	-	-	_	-	-	-	-	-
Spontaneous Combustion of Coal	-	-	-	-	-	-	1	-	1	_	-	1	-	1
" " Other Substances	-	-	-	-	-	-	-	_	_	-	-	-	-	-
Fires, other than Spontaneous Combustion	-	-	-	-	-	-	1	2	3	_	-	1	2	3
Inevitable Accident	-	-	2	5	7	-	4	_	4	_	-	6	5	11
Striking Rocks or Shoals not marked on Charts	-	-	-	-	-	- 1	_	-	-	_	-	_	_	-
Want of Lights or Buoys on Coasts or Shoals	-	1 -	-	-	-	-	_	-	-	_	-	_	_	_
Contact with Ice	-	-	-		-	-	-	_	-	-	-		-	-
Striking on Floating or Sunken Wreck	-	1 -	-	-	-	_	_	-	-	_	_		-	-
Failure of, or Damage to, Steering Gear	-	2	-	-	2	-		-	-	_	2	_	-	3
Want of Pilot	-	-	-	-	-	-	-		-	-	-	_	-	-
Bad management of, or want of power in, Stea Tugs ; or defective Tow Ropes.	m   -	-	-	-	-	-	-	-	-	-	-	-	_	-
TOTAL	1	2	2	5	9	-	6	2	8	-	3	8	7	18
CLASS 5.		Ϊ	i											Ī
Unknown Cases	1	10	6	10	26	-	2	_	2	8	17	8	10	35
CLASS 6.	==	i												
Cases not included in the previous columns (State of Weather, Sea, &c.).		1	l i											
man of the same As	19	38	15	13	66	2	46	93	141	-	59	61	106	226
Heavy Seas	–	2		2	4	-	4	1	5	-	3	4	3	9
0.1	-	7	4	4	15	-	_	- 1	-	-	7	4	4	15
Fogs, &c	-	7	3	4	14		_	- 1	-	_	7	3	4	14
T1-1-1-1	-	1 –	_	_	_		-	- 1	-	_	_	- 1	_	_
TOTAL	19	54	23	23	99	2	50	94	146	_	75	73	117	264
GRAND TOTAL	21	74	35	49	158	2	60	99	161	6	103	<u> </u>	148	346
GRAND TOTAL	- 4	<u>l "</u>	30	70	200	"	50			ا ت				

Table 26—continued.

### Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

#### TABLE 26. Causes—continued.

#### (b.) Steam Vessels.

			Founder- ings.		Stran	dings.		o	ther (	euses.		els.		To	tal.	
Causes.			Total Losses.	Total Losses.	Serious Casualties	Minor Casualties	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Missing Vessels.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.				1	İ							l				:
Cases connected with Equip		wage.			ļ							ł	1			
Improper Stowage or Ballastin	· · ·		.   _	-	_	-	_	l -	_	_	_	-	_	-	-	_
Overloading	· · ·		- 1	_		_	_		_	_	_	_	1	_	_	-
Defective Hull, Masts, Rigging ment, Charts, &c.	z, inemciei	nt Equip		L			_						Ĺ			Ĺ
TOTAL			·   _1	<u>  -</u>	<u>                                     </u>		_	<u>  - </u>	<u> </u>	 	_	<u>  -</u>	1	<u> </u>	<u>                                     </u>	]
CLASS 2.																
Cases connected with Navigation	n and Sean	tanship,		I											1	1
Error, &c., of Masters, Officers, o	r Crew		.   -	4	6	10	20	-	-	_	-	_	4	6	10	20
Stror, &c., of Pilots			·   _	1	_	1	2	_	_	_	_	_	1	_	1	2
TOTAL			·  ==	1 5	1 6	11	22					<u>                                     </u>	5	6	11	22
CLASS 3.		•		į												
Cases connected with Machi	nery or Boi	lers.	1	l	Į											
Breakdowns and Explosions				<u>                                     </u>		_	_	_	6	8	14		l <u>-</u>		8	14
OLASS 4. Other Cases		,														
Intentional Destruction, i.e., Scut		ing Awar	.   _	ł _	_	_				_	_	l _	_	_		_
&c. Explosions of Coal Gas	ming, Cast	ing was	'  _		_	_									_	
Other Explosions		••	.   _	ΙĪ	_	_	_	_	l	_	_				_	Ι_
Spontaneous Combustion of Cos	 d			l	_		_	_	_		_		l _	_		_
-	aer Substai			_	_	_	_		_	1	1	_	_	_	1	lı
Fires, other than Spontaneous C	ombustion			_	_	_	_	1	_ :	1	2	<b> </b> _	1	_	1	2
inevitable Accident			.   _	2	ı	10	13	<b> </b>	_ '	_	_	l –	3	1	10	13
Striking Rocks or Shoals not ma	rked on Cl	harte .	.   -	1	1		2	_	_	_	_	_	, 1	1	_	2
Want of Lights or Buoys on Cos	sts or Shoe	ds	.   _		-	_	-	_	_		_	_	] _	_	_	-
Contact with Ice			.   -	-	_	-	-	-	1	1	2	-	-	1	1	2
Striking on Floating or Sunken	Wreck		.   -	-	-			-	-	-	_	-	-	-	-	
failure of, or Damage to, Steeri	ng Gear		.   -	2	-	1	3	-	1	3	4	-	2	1	4	7
Want of Pilot			- 1	-	-	-	-	_	_	-	_	-	-	-	_	-
Tugs; or defective Tow Rope	or power	in, sveni	"	匚									L			匚
TOTAL	•• ••	••	· =	1 5	3	11	18	1	2	6	9	<u> -</u>	1 8	4	17	27
CLASS 5.				İ												
Unknown Cases	·· ··	••	·   <u> </u>	2	1	5	8					3	5	1	5	11
CLASS 6.  Cases not included in the previo		(State of														
Weather, Sea, of Pales, Hurricanes, &c	•• ••		.   _	3	1	2	в	_		7	7	_	3	1	9	13
Heavy Seas		••	. 1	1	1	2	4	_	_	8	3	_	2	1	5	8
Calms and Currents			.   -	-	-	2	2	_	_	l –	-	-	_	-	2	2
Pogs, &c			.   -	-	1	3	4	-	-	-	_	-	_	1	3	4
Lightning		••	.   -	-	-	-	_	_	-	-	_	-	-	-	-	-
TOTAL		••	. 1	4	3	9	16	-	_	10	10	=	5	3	19	27
GRAND TOTAL			.	16	12	36	64	1		24	33	3	22	20	60	102
Vancour AVIANII II	•••	••	.   "	10	1 43	50	U-9	I *	°		33	l "	دء ا	1 20	الاها	102

# Sea Casualties to Merchant Vessels registered in British Possessions Abroad. TABLE 26. Causes—continued.

#### (c.) Total.—Sailing and Steam Vessels.

						Founder-		Stra	nding	3.		Other	r Caus	68.	ls.		1	otal.	
	Causes	•		•		Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties	Minor Casualties.	Total	Missing Vessels.	Total Losses.	Serious	Minor	Total.
	CLASS	1.				į					l					1			
Cases connected			or Sto	wage.									1			1			
Improper Stowage or	r Ballasti	ng				_		l _	_	_	_	-	_	_	1_	1_	_	_	_
Overloading						_		l –	_	_	_	_	_	_	_	_	_	_	_
Defective Hull, Masts Charts, &c.	, Rigging,	ineffic	ient E	quipn	nent,	1	_	1	3	3	_	2	8	5	-	1	3	5	9
TOTAL			••	••		1	<u> </u>	1	3	3	-	2	3	5	<u> </u>	1	3	5	9
	CLASS 2	<b>.</b>									İ				1	1			
Cases connected wit	h Navigat	ion an	i Sean	nanshi	p.		1								1	1	1		
Error, &c., of Masters	, Officers,	or Cre	w	••	••	-	12	10	18	40	-	-	-	-	-	13	10	18	40
Error, &c., of Pilots		••	••	••	••	_	1	_	2	3				-	-	1		2	3
TOTAL		••		••		_	13	10	20	43	-	_	_	-	-	13	10	20	43
	CLASS 3															1			
Cases connected	with Mac	hinery	or Boi	lers.										1		1		1	1
Breakdowns and Exp	olosions	••	••	••	••	_	_	_	_	<u> </u>	-	6	8	14	<u>  -</u>	<u>  -</u>	6	8	14
	CLASS 4						l			1	j	1				İ	İ	1	
(	Other Case	28.							1		ı		İ		1	1	1	1	1
ntentional Destruction	on, i.e., Sc	uttling	, Cast	ingA	Vay,	1	-	_	-	-	-	-	-	-	-	1	-	-	1
Explosions of Coal Ga		••	••	••	••	-	-	_	-	-	-	-		-	-	-	-	-	-
Other Explosions	••	••	••	••	••	-	-	-	-	-	-	-	-	-	-	-	-	-	-
pontaneous Combus			••	••	••	-	-	-	_	-	-	1	-	1	-	-	1	-	1
99 99 Name - Albert Albert Const		ther S			••	-	_	_	_	_	_	-	1	1	-	-	-	1	1
'ires, other than Spor nevitable Accident	raneous	Comb	astion	••	••	-	2	3			1	1	3	5	-	1 2	1	3	5
triking Rocks or Sho	alanot m	orkad	on Ch	· ·	••		1	1	15	20		4	_	4	-	1	7	15	24
Vant of Lights or Buc					••		_	_ 1	_		_		_	_	I _	1 _			_
ontact with Ice					••	_	_	_	_	_	_	1	1	2	_	l _	1	1	2
triking on Floating o	r Sunken	Wrec	k			_	_	_	_	_		_			l _	l _			_
ailure of, or Damage					••	_	4	_	1	5	_	1	3	4	_	4	1	4	9
Vant of Pilot		••		••		_	_	_	_	_	l _	_	_	_	_	_	_	_	_
ad management of, Tugs; or defective?	or want Fow Rope	of po	wer i	in, Ste	am	_	_	_	_	_	_	_	_	<u> </u>	_	<u> </u> -	-	_	_
TOTAL		••	••	••	••	1	7	4	16	27	1	8	. 8	17	<u> </u>	9	12	24	45
	CLASS 5.																	1	1
nknown Cases		••	••	••	••	1	12	7	15	34	_	2	_	2	9	22	9	15	46
	CLASS 6.					1		- 1		Ì									l
Cases not included in	the previo	us colu	mns (	State o	8						ł								1
ales, Hurricanes, &c.						19	41	16	15	72	2	46	100	148	_	62	62	115	239
eavy Seas				••		1	8	1	4	8	_	4	4	8	_	4	5	8	17
alms and Currents			••			-	7	4.	6	17	-	_	_		_	7	4	в	17
ogs, &c		••				_	7	4	7	18	-	-	_	_	_	7	4	7	18
ightning		••	••			-	-	-	-	-	-	-	-	- 1	_	-	-	-	-
TOTAL			••	••		20	58	25	32	115	2	50	104	156	-	80	75	136	291

TABLE 27. Localities:—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the LOCALITIES where the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the varied is entered for each casualty)

(A vessel to which more than	n one	Cast	alty	000	urred	in	the 1	perio	od is	ente	red :	for ea	ch ca	sus	lt <b>y.</b> )			
	Fourder-	1080 1000	Stra	ndin	gs.		Coll	ision	8.	(	Other	Caus	<b>es.</b>	8		T	otal.	
Localities.	Total	98.	Serious Carualties.	Minor Casnalties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Missing Vessels.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Fern Islands to Flamborough Head Flamborough Head to North Foreland. North Foreland to St. Catherine's Point St. Catherine's Point to Start Point Start Point to Land's End Land's End to Hartland Point (including Scill		1 - 1	11111	2 2	1 2 1 2 -	11111	4	- 3 - 1 -	-7 -1 -	11111	1 - - 1	- 21 - 1 1	1 3 1 - 1 2		1	1 6 - - 1	-7 1 3 1	12 12 2 3 1 2
Iales).  Hartland Point to St. David's Head  St. David's Head and Carnsore Point to Lamba Island and Skerries (Anglesea).  Skerries (Anglesea) and Lambay Island to Fai Head and Mull of Cantire.  Cape Wrath to Buchanness.	*	= =	<u>-</u>	1 3	1 1 2	-	_	=		11 1	_ _ _		3 2	  -  -		_1  	20 21	4 3 2
Buchanness to Fern Islands	_	2	_ _ _ 1	1 - 8	-1 -1 11		_ _ _ _	- - 6			3		1 - 14	=======================================	2		25	3 - 35
On or near the Coasts of British Possessions Abroa On or near the Coasts of Foreign Countries	21	1 72	11 1 34	31 10 - 41	109 35 3 147	1 4 5	5 2 16	2 4 1 7	12 9 7 28	1 2	8 2 47 57	10 4 74 88	18 7 122 147	- 6 6	65 18 23 106	39 13 50 107	43 18 75 138	147 54 148 349
GRAND TOTAL	2	74	35	49	158	5	20	13	38	2	60	99	161	8.	108	115	161	384
		(b.)	St	tea	m V	'051	sels	J.										
North Foreland to St. Catherine's Point St. Catherine's Point to Start Point Start Point to Land's End		=		_	=		<u>-</u>		111111	1111		1111	=	=======================================		=		=
Land's End to Hartland Point (including Scill Isles).  Hartland Point to St. David's Head St. David's Head and Carnsore Point to Lamba Island and Skerries (Anglesea).  Skerries (Anglesea) and Lambay Island to Fai Head and Mull of Cantire.	ÿ   -	=	1 11 1	_	1 1 1	1 11 1					_	1 11 1	1 11 1	=	1 1 1	1 11 1		1 1 1
Cape Wrath to Buchanness		E	-	<u>-</u>	1111				=		=	1   1   1	=		1111	1111	-	=
On or near the Coasts of British Possessions Abroa On or near the Coasts of Foreign Countries		15	10 2	33			3	21 2	24 3	1	4	9	14 1	E	18 1 3	17	63	98 10
Total Abroad	2	16	12	36	64		4	23	27	1	8	24	18 33	3	22	24	83	21 129
GRAND TOTAL	. 2	16	12	36	64		4	23	27	1	8	24	33	3	22	24	83	129
			(0	.) :	Fots	ıl.												
North Foreland to St. Catherine's Point St. Catherine's Point to Start Point Start Point to Land's End Land's End to Hartland Point (including Scill		1		- 2 - 2 -	1 2 1 2		- 4 - -	- 3 - 1 -	- <sub>7</sub>		1 - - 1	- 1 - 1	1 3 1 - 1 2		1 1 - -	.5 - - - 1	-7 1 3 1	2 12 2 3 1
Isles).  Hartland Point to St. David's Head  St. David's Head and Carnsore Point to Lamba Island and Skerries (Anglesea).  Skerries (Anglesea) and Lambay Island to Fai Head and Mull of Cantire.  Cape Wrath to Buchanness.	.	= =====================================	1 - -	1 2	1 1 2	= = =	<u>-</u>		-		=	3 -	න <b>හ</b>		- - -	_1 _ _	33	4 3 2
Buchanness to Fern Islands		E	Ξ		1 		=		_ _2 _	=	Ξ	1	1	<u> </u>		Ξ	- 1 8	1 3
Total on or near the Coasts of the United Kingdon	.	2	1	8	11	<u> </u>	4	8	10		3	11	14	_	2	8	25	35
	d 10	15	32 13 1	64 13 —	167 41 3	1 4	12 6 2	23 6 1	36 12 7	1 1 1	12 2 51	19 5 88	32 8 140	<del>-</del> 9	83 19 26	56 21 54	106 24 89	345 64 169
GRAND TOTAL	25	+	46	77 85	211	5 5	20 24	30 36	<b>5</b> 5 <b>6</b> 5	3	65 68	112	180	9	128 130	131	219	478 513
			1	<u> </u>			ı. I				L		l					

Tables 28 and 29.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 28. Classification.\*—Total Losses only:—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and whether the Vessels were Classed.\*

		<b>.</b>		_			Classe	d Vessela.	Unclas	sed Vessels.*	Total									
	ature of t	ne Ci	BUAIU	:s.			Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.								
							(a.) Sailing Vessels.													
Founderings				::	2 5 1 - 8	1,827 3,318 1,764 6,902	19 69 5 1 6	1,880 5,554 1,051 100 1,442 10,027	21 74 5 2 6	3,707 8,872 1,051 1,864 1,442										
							(b.) Steam Vessels.													
ounderings Strandings Collisions Other Causes Gissing Vessels	9	::	  	::::	- 2 - 1	1,343  1,540	14 1 2	114 4,ō42 — 51 1,267	16 1 3	114 5,885 - 51 2,807										
	TOTAL	•		••	••	•	3	2,883	19	5,974	22	8,857								
								(c.) Total.												
ounderings trandings ollisions ther Causes lissing Vessels		•	: ::	  	  	:: (	$\frac{\frac{2}{7}}{\frac{1}{1}}$	1,827 4,661 	21 83 5 2 8	1,994 10,096 1,061 151 2,709	23 90 5 3 9	3,821 14,757 1,061 1,915 4,249								
	TOTAL				••		11	9,792	119	16,001	130	25,793								

<sup>• &</sup>quot;Classed" vessels comprise those classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassed" division probably contains a number of vessels classed in some of the smaller registries.

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

Table 29. Seamen and Passengers Lost.—Totals:—Statement showing the Number of Lives Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

		Sail	ing Ves	sels.		-	Stee	m Ves	sels.	Total.								
		els in which s were Lost.	Lives Lost.				ls in which were Lost.	1	Lives Lost	•	Vesse	ls in which were Lost.	1					
·	No.	No. Tonnage.		Crew. Passengers.		No.	Tonnage.	Crew.	Pas- sengers.	Total	No.	Tonnage.	Orew.	Pas- sengers.	Total			
		(a.) Lives Lost in Vessels Totally Lost.																
Founderings	7 1 1	124 2,254 954 100 1,442	7 35 12 1 46	=	7 35 12 1 46	3 - 3	2,474 — 2,807	39 — 50	<u>                                   </u>	50  60	2 10 4 1 9	124 4.728 954 100 4,249	7 74 12 1 105	$\frac{\overline{n}}{\overline{1}}$	7 85 12 1 106			
TOTAL	. 20	4,874	101	_	101	6	5,281	98	12	110	26	10,155	199	12	211			
		(b.) Lives Lost in Vessels Partially Lost.																
Strandings	·   💳	- 8,197		Ξ	<u>-</u> 21	= 1		= 3	=		_ 	- 8,406		=	<u>-</u>			
TOTAL	. 11	11 8,197		_	21	1	209	3	_	3	12	8,406	24	_	24			
		(c.) Total.																
Founderings	7 4 12	4 954 12 12 8,297 22		= = = = = = = = = = = = = = = = = = = =	7 35 12 22 46	3 - 1 3	2,474 209 2,807	39 11 39 21 3 2		50 3 60	2 10 4 13 9	124 4,728 954 8,506 4,249	7 74 12 25 105	<u> </u>	7 85 12 25 106			
TOTAL	. 31	13,071	122		122	7	5,490	101	12	113	38	18,561	223	12	235			

## Lives Lost by Sea Casualties to Merchant Vessels registered in British

Possessions Abroad.

TABLE 30. Seamen Lost.—Cargoes:—Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Description of Cargoes carried by the Vessels when the Lives were Lost. when the Lives were Lost.

(a.) Lives Lost in Sailing Vessels.  (A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)																												
	Four-	derings		8	Stran	ading	<b>78.</b>			,	Colli	sion	8.		Other Causes.						Mis	sing	Total					
	Lo	Total Losses.		Total Losses.		rtial Rses.	Tot	tal.		otal uses.			Total.		Total Losses		l Partial Losses.		То	tal	Vessels		Total Losses.				Total.	
Cargoes.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost,		Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Versols in which Lives were Lost.	Lives Lost.	Vessels in which	Lives Lost.	Vesols in which Lives were Lost.	Lives Lost.
Ballast Timber Grain Coal Metallic Ores, &c Machinery, Wrought Iron, &c.	- 1 1 -	34	1 3 1 -	18 12 - 3	= = = = = = = = = = = = = = = = = = = =	= = = = = = = = = = = = = = = = = = = =	1 3 1 -	18 12 - 3 -	_ _ _ _	- 1 -			- 1 -	- - 1 -	1	1 - - -	5 1 1 -	12 1 - 1	8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13 1 - 1	- 1 -	26 4 -	2 5 1 4 —	19 38 3 12	5 1 - 1	13 1 - 1	7 6 1 5	31 39 3 13
Stone, Slate, Lime, Bricks, Clay, Ce- ment, &c. Salt, Soda, Potash, &c.	_	-	-	_	_		-	_	1	7	_	_	1	7	_	_	-	4	-	4	1	-	2	13	1	4	2	13-
Guano, &c				1111		=		=		1111	=	1111	=		=	=	_ _ 1	- - 1	- - 1	- - 1			=	=======================================	_ _ 1	<u>-</u>	-	= = -1
&c. Potatoes, Fruit, &c. Cotton, Wool, &c. Wine, Spirits, &c. Fish, Oil, &c. General Explosive Oils, &c.	<u>-</u>			- 2	11111	-	_ _ _ 2			1		1111	1111		11111	111111	_ _ _ _ 2	2	_ _ _ _ 2		1  -  -  -	6	1 - 2	6 - - - 2	_ _ _ _ 2	- - - - 2	1 - 3	6. - - 2.
Various Unknown TOTAL	2	<u>-</u>	<u>-</u>	_ - 35	1-1-1-1	- - -	7	35	2	12	-		2	12	1	1	11	_	12	22	1 6	4	3	8	11		3 31	-8 122
						(	<b>b.</b> )	L	lve	8 I	08	t i	n S	tes	m	V	888	els	•									
Ballast Timber Grain Coal Metallic Ores, &c Machinery, Wrought Iron, &c. Stone. Slate, Lime,	-		1	111111					1111111	1111111	111111	1111111	111111	111111	111111	111111		111111		111111	61	 54 	_ _ 2 _ 	54	11111	111111	_ - 2 - -	54 —
Bricks, Clay, Ce- ment, &c. Salt, Soda, Potash, &c. Guano, &c	_ _	_	1	14	_	_	1	14	-	1 1	_	1 1	1 1	_	-	-	_	1 1	_		_	- 1	1	14	  -  -	-	1	14
Dung. &c						=		=	111	1111	111	1111	1111	1111	1111		-			1111	1111	1111		=	=	=	Ξ	=
Cotton. Wool, &c Wine, Spirits. &c Fish. Oil, &c General Explosive Oils, &c. Various	_ _ _ _		_ 2 _ 	_ 25 _ _				 25  	11111	11111	111111	11111	111111	111111	111111	111111	_ _ _ 1	3 -	_ _ _ 1 _	3 -	- - 1 -	- 1 5 1 1	- 2 1 -	25 5	- - 1 -	1 181	3 2 -	25
Unknown TOTAL	=	긤	3	39	=	<u> </u>	3	<u>—</u> Зя	_		_	_	_	=	-	_	<u> </u>	3	<u>-</u>	3	3	<u></u>	<u>-</u>	98	<u>-</u>	3	7	101
					<u> </u>						(c.	) <b>T</b>	'ot	al.				,	!		<u> </u>		<u>                                       </u>			!		
Ballast Timber Grain Coal Metallic Ores &c. Machinery, Wrought Iron, &c. Stone, Slate, Lime, Bricks, Clay, Ce-	- 1 1 - -	- 3 4 - -	1 3 1 -	18 12 3 -			1 3 -	18 12 - 3 - -	- - 1 -	- - 1 -	11111		- - 1 - -	1	1 - - - -	1 - - - -	5 1 1 -	12 1 - 1 -	1 - 1	13 1 - 1 - 4	3 3 -	28 58 	2 5 1 6 -	19 38 8 66 —	5 1 1 -	12 1 1 -	7 6 1 7 -	81 39 3 67
ment, &c. Sait, Soda, Potash, &c. Guano. &c. Dung. &c. Hay, Straw, &c. Sugar, Molasses, &c. Tes. Coffee, Spices, &c.	- - - - - -	=	1	14 	 - -	-	1	14 	1 _ _ _	7 - - -			1 _ _ _	7			- - - 1	- - 1	- - - 1	_ _ _ _	1 - - - -	6	3	27   	- - - 1	- - - 1	3 - 1	27 - - t
Pointoes, Fruit, &c. Cotton, Wool, &c. Wine, Spirits, &c. Fish, Oil, &c. General Explosive Oils, &c. Variou	1111111		22	- 25 2		-	2 2 -	- - 25 2 -		111111	111111				111111		1 2		_ _ _ 1 2	82	1   1   1   1   1   1   1   1   1   1	6     5	1   2   3   -	-6 -25 7 -	1 2 -		1   2   4   9	6 - 25 10 2
TOTAL	2	7	10	- -4		-	]0	74	4	12	=	=	2 4	12	1	<u>-</u>	12	24	13	26	9	105	26	199	12	24	3 38	8 223

## Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 31. Seamen Lost.—Tonnages:—Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Approximate Tonnages of the Vessels.

#### (a.) Lives Lost in Sailing Vessels.

	(A v	'esse.	l whic			with	mo	re t	han	one	cas	ualt	y at	ten	led	witl	ı los	se of	lif	e in	the	per	iod	is en	ter	ed f	or ea	ch c	sua	lty.)	-
				Foun-	derings		8	tran	ding	gs.				Collis	ione	L.			Ot	her	Caus	se×.		Miss	- 1			Tot	al.		
	Toni	nages	L.	Los	otal ses.		tal	Par	tial ses.	Tot	al.	To Los	tal ses.	Par Los	tial ses.	То	tal.	To		Par Los	tial sex	Tot	al	Vess	ols.		otal 8505.	Par		To	tal.
				Vessels in which Lives were lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lort.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vesscla in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Livos Lost.	Vessels in which Lives were lost.	Lives Lost.	Versels in which Lives were List.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost,
Unde	r 50 t	ons	•••	1	4	-	   _	_	_	_	_	2	4	_	_	2	4	_	_	  -		_	_	1	4	4	12	-	<u> </u>	4	12
	tons d	<b>t un</b> d	ler 100	1	3	5	16	¦-	-	5	16	1	7	-	-	1	7	-	-	1	3	1	3	3	15	10	41	1	3	11	44
100 200	"	"	200 300	-	_	_ 1	1	_	_	1	1	-	_	_	_	_	-	1	1	1 2	8	2	7 2	1	6 —	$\frac{2}{1}$	7	1 2	8 2	3	13 3
300	"	"	400	<b> </b> –	_	_	_	_	_	_	_	-	_	-	_	_	-	-		ı	1	1	1	-	_	<u> </u>	_	1	1	1	1
400	"	79	500	-	-	-	'	-	-	-	-	-	_	-	_	-	-	-	-	1	1	1	1	-	-	-	-	1	1	1	1
500 600	"	"	600 700	_	_	_	_	_	_	_	_		_	_	_	_	_	_	_	1		_		_	_	_	_	1	1	1	1 -
700	"	"	800	-	_	_	-	-	_	-	_	1	1	-	_	1	1	-	_	-	-	_	-	<b> </b>	_	1	1	_	_	1	;
800	"	"	1,000		-	-	-	-	_	-	-	-	-	-	-	-		-	-	-	-	-	-	-	_	-	_	-	-	-	_
1,000 1,200	"	**	1,200 1,500	_	_	_	_	-	_		_	_		_	_	_	_	_	=	1	1	1	1	1	21	1	21	1	1	2	22
1,500	"	"	2,000	_		1	18	_	_	1	18	-	_	_	_	_	_	_	_	3	6	3	В	_	_	1	18	3	6	4	24
2,000	**	**	2,500	-	-	-	i —	-	_	-	_	-	-	-	-	-	—	-	-	-	-	-		-	-	-	-	-	-	-	_
2,500 2,000	n tona	"	3,000 above	-	-	-	; —	-	-	-	-	-	-	-	_	-	-		-	-	-	-	-	-	-	_	_	-	-	-	-
3,000			RDOVE	2		٦		<u> </u>	_	<u> </u>	-	-	-	_	_	<u> </u>	-	F	Ļ	-		-	22	<u> </u>	-	20	101	-		-	100
	Tor	Д	•••		7	7	35		_	7	35	4	13			4	12	1	1	11	21	13	33	8	46	20	101	11	21	31	122
									(	( <b>b.</b> )	L	lve	s I	08	t i	n 8	ite	am	V	055	els	<b>J.</b>									
Unde					-	<b> </b> –	_	-	-	-	-	-	-	-	_	-	-	_	_	<u>'</u> —	-	-	-	1	5	1	5	-	-	1	6
	tons	t und	ler 100	-	-	1	19	-	-	1	19	-	-	-	-	-	-	-	-	<u> </u>	-	-	-	-		1	19	-	-	1	19
100 200	"	19	200 300	_	_	_	_	_	_	_	_	_	_	_	_	_		_	_	1	3	1	3	_	_	_	_	1	3	1	3
300	n	"	400	_	_	<b> </b>	—	_	_	-	l –	<b> </b>	<b> </b> _	-	_	_	_	<b> </b> –	_	_	_	-	_	-	–	-	-	-	-	_	_
400	"	**	500	-	-	-	-	-	-	-	-	-	-	-		<b>-</b>	-	-	-	_	-	-	-	-		<b> </b> -	-	-	-	-	_
500 <b>600</b>	**	**	600 700	_	_		6	_		1	6	<u> </u>	_		_	_	_	l=	-		_	_	_	_	_	1	6		_	1	6
700	91 91	"	800	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	<b> </b> _	_	_		_		_
800	71	**	1,000	_	_	-	-	-	_	-		<b>-</b>		-	_	–	-	-	-			-	-	-	-	-	-	-		-	-
1,000	**	**	1,200 1,500	_	_	-	-	-	-	-	-	1-		-	-	-	-	-	-	-	-	-	-	1		1	21	-	-	-	-
1,200 1,500	"	"	2,000	_	_	1	14	_	_	1	14	_	_	_	_	_	_	_	_	! _	_	_	_	i	33	2	47	_	ΙΞ	1 2	21 47
2,000	n	"	2,500	-	<b> </b> -	-	-	-		-	_	-	-	-		-	-	-	_	<b> </b> -	_	-	—	-	-	-	-	-	_	_	
2,500		"	3,000	-	-	-	-	-	—	-	<b> </b> -	-	-	-	-	-	-	-	-	-	-	-	-	-	–	-	-	-	-	-	_
3,000			above	_	_	二	<u>  _ </u>	<u>  _</u>		_	_	드	<u> </u>	<u> -</u>	_	_	_	二	二	二	_	_	_	F	_	1	_	-	_	_	
	TOT	AL	•••	_	_	3	39	_		3	39		_	_	_	_	_		_	1	3	1	3	3	59	6	98	1	3	7	101
		_												(c.	) 1	<b>Cot</b>	al.		_												
Unde	r 50 1	tons		1	4	_	_	-	_	-	_	2	4	_	_	2	4	<u> </u> -	-	,_	_	-	_	2	9	5	17	-	<u> </u>	5	17
	tons d	t und	ler 100	1	3	6	35	-	-	6	35	1	7	-	-	1	7	-	-	1	3	1	3	3	15		60	1	. 3	12	63
100	*	27	200 300	_	_	1	1	_	_	1	1	-	_	-	_	_	_	1	1	1 3	6 5	2 3	7 5	1	8	1	7	3	6   5	3	13 6
*200 300	"	"	400		_	-		_	_	_	_		_	_	_		۱ <u> </u>	_	_	1	1	1	1	_	_	<u> </u>	_	1	ı	1	1
400	99	"	500	-	-	-	-	-	-	-	-		_	-	_	_				1	1	1	1	-	-	-		1	1	1	1
500	**	**	600	-	-	1	6	-	-	1	в	~	_	-	_	-	-	-	_	1	1	1	1	-	-	1	6	1	1	2	7
600 700	"	"	700 800	-	_			_	_		_	1	1	_	_	1	1	_	_		_	_	_	-	_	1	1	1-1	_	1	1
800	n	"	1,000	-	-	<u> </u> –	_	-	_	-	-	-	_	-	_	-	_	-	_	_	_	-	_		_	-	_	-	_	-	_
L,000	,,	"	1,200	-	-	-	-	-	_	-	-	-	_	-	_	-	-	-	_	1	1	1	1	1	21	1	21	1	1	2	22
L,200 L,500	"	"	1,500 2,000	_		2	32	_	_	2	- 32		_		_	_	_	_	_	3	- в	3	<del>-</del>	1	21 33	3	21 65	3	- A	1 6	21 71
2,000	"	17	2,500		_	_		_	_	_	52 —	_	_	_	_	-	_	-	_	_	_	_	_		_	_		_		_'!	
2,500		"	3,000	-	-	-	_	-	_	-	_	-	_	-	_	-	-	-	_	—	-	-	-			-	_	1-1	<b> </b>	-	-
3,000 1	tons :	and a	above			_	_		_		_		_		_	_	_	_	_	_	_		_		_	二			_	نط	
	Tot.	<b>AL</b>	••	2	7	10	74	-	_	10	74	4	12	-	_	4	12	1	1	12	24.	13	25	9	105	26	199	12	24	38	223

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 32. Seamen Lost.—Ages of the Vessels:—Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the AGES of the Vessels.

(a.) Lives Lost in Sailing Vessels.

_	- (-	7 408	sel w			WI	th n	цоге	CDB	n 0	Te C	ELE U.S	пту	BL U.C.	ende	a w	ith i	.088	01 1	116 1	ո տ	e pe	F100	1 18 6	ente	rea	tor ea	ich .	casu	alty	.)
					derings			Stra	ndir	gs.				Col	listoz	14.			0	ther	Cau	1506.			sing	1		To	otal.		
					otal esca		otal		ertia. Ossos		otal.	T L	otal	P	rtial cescs.	T	otal.		otal eses	Pa Lo	rtial	To	tal	Ve	sels	Т	otal osses.		rtial	T	otal.
	4	Ages.		Vessels in which	Lives Lost.	Vessels in which	LAVOR WORE LOST.	Vocacle in which	Lives Lost.	Vessels in which	Lives Lost.	Vessels in which	Lives Lost	Vossols in which	LAves Lost.	Vesels in which	Lives Lost.	Vessels in which	Lives	Vessels in which	Lives Lost.	Vessels in which	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Laves were Lost.	Lives Lost.	Vessels in which	Lives Lo at.	Vessels in which Lives were Lost.	Lives Lost.
Und	ler 3	year	я -	1_	<u>'</u> _	l i	3	Ť	<u> </u>	1	3	1_	Ì_	Ì.	İ_	i-	1_	Ĺ	Ī_	1	8	1	8	<u> </u>	<u> </u>	1	3	1	. 6	2	9
3	and	l not	ex-	1	3	_	_	_	1_	-	_	2	9	_	_	2	,	_	_	3	5	3	5	<b> </b> _	_	3	12	3	-	6	17
8	9601	ng (	years !		_	3	20	_	!_	3	20		1_	_	_	_	_		_	3	6	8	6	2	12	5	32	3		8	38
11	••	14	" -	1	4	1		1	-	1	5	l	I —	_	-	-	-	-	-	-	-	_	_	_	-	3	9	-	_	2	9
15	•	20	" -	-	-	-	-	-	-	-	-	-	-	-	-	-	1-	1	1		2	3	3	1	5	2	6	2		4	8
21 31	99	30 40	,, -	! -	-	2	· 7	-	_	3	7	2	3	-	-	2	3	-	-	2	2	2	2	3	29	7	39	2	, 2	9	41
41	**	50	,, -	1-		_			!	_	1_	I_	_	!-	_	1=	1_			1	_		_	_	_	<del></del>	_	-	=		_
51	"	60	" -		_	_	_	_	i –	_	-	<b> </b> _	_	_	_	_	_	_	_	_	_	l – ,	_	<u> </u> _	l_	_	-	_	· —	_	_
61	"	70	" -	_	-	1-	!	-	-	-	-	<b> </b> –	<u> </u>	-	-	-	-	-		-	-	-	<b> </b>	-	-	-	-	-	-	-	-
71	31	80	,, -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ļ –	-	-	-	-	-	-	-	-	-	-	-	l –	-
81	39	90	" -	-	-	۱-	i -	-	-	-	-	-	-	-	-		-		-	-	-	-	-	-	-	-	-	-	-	-	-
91	*	100	" -	-	_	-	-	-	-	-	-	_	-	-	-	-	-	-	-	-	-	-	-	-	-	-	_	-	-	-	-
Unk		_	wards		_		! _			_	]_					1_		[_			_	1-1	_					_	_		
-		L Cotai		2	7	7	35	-	-	7	35	4	12	-	-	4	12	1	1	11	21	12	22	6	46	20	101	11	21	31	122
		IOIAI				<u>L</u>	50	$\perp$		<u>'</u>	350	Ľ	120	匚		13	<u> </u>	Ľ	L.		21	14	25	L	100		101		21	31	122
				<del></del>			,	1	(	( <b>b.</b> )	L	Ve	. 1	OS	t i	n £	Ste	m	V	088	ols	•						T	1		
		years		-	-	<b> </b> –	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	5	1	5	-	-	1	5
3 C(	and odli	not	ex-)	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	1	3	1	3	-	-	-	_	1	3	1	3
8	"	10	,,	-	_	_	-	-	_	_		<u> </u>	_	_	-	_	-	_	_	-	_	-1	_	-	_	_	_	_	_	_	_
11	,,	14	,, -	1-1	-	-	-	-		-	<u> </u>	_	<b> </b>	-	<b> </b> –	-	1-1	_	-	-			-	1	83	1	33	<b> </b> –	<b> </b> –	1	33
15	11	20	<b>"</b> -	—	-	1	19	-	-	1	19	-	-	-	-	-	-	-	-	-	-	-	-	-	_	1	19	-	-	1	19 ·
21	**	30	" -	!-	-	1	14	-	-	1	14	-	_	-		-	-	-	-	-		-	-	1	21	2	35	-	1-	3	35 ·
31	**	40	<b>"</b> -	-	_	1	6	-	-	1	8	-	_	-	-	-	-	-	-	-	-	-	-	_	_	1	6	-	-	1	8.
41 51	11	50 60	<b>"</b> -		_	_	_	_		_		_	_			_		_	_	_	_		_		_		_		_	_	_
61	**	70	,, -	$\lfloor - \rfloor$	_	_	_	_	_	_	_	-		_	_	_	_	_	_	_	_		_	_	_	_	_	_	_	_	_
71	"	80		1-1	_	_	_	_	_	-	_	_	_	_	_	_	_	_	_	_	_	-1	_	_}	_	_	_	<b> </b> _	_	_	_
81	"	90	" -	1-1		-	l —	-	_	-	_	-	-	-	l – I	-	-	-	·	_	-	-1		-	-	-	_	-	-	-	
91	99	100	" -	-	-	-	-	-	-	_	-	-	-	-	-	-		-	_	-	-	-	-	-	-	-	-	-	-	-	
-		•	wards	-	-	-	-		-	-	-	-	-	-	- 1	-	-		-	-	-	-	-1	-	-	-		-	-	-	_
Unkı	DOW	n ·			듸		=	_	_	_	_	_	_	_		_		_	_	_		_ -	_	_	_	_		_	_	_	
	T	OTAL	-	-	-	3	39	-	-	8	39	-	-	-	-	-	-	-	-	1	3	1	3	3	59	6	98	1	3	7	101
														(c.)	T	ote	1.				<u>.</u>				<del></del>						
Upda	er 8	years	_	_	_1	1	3	_	_	1	3	_	_	_		_	_ [	_	_	1	6	1	8	1	5	2	8	1	8	3	14
3	and	not	ex-)	1	3	ļ. <b>^</b>	"			•		2				2	9			4	8		8	_		3	12		8	7	
œ	edir	1g 7 y	ears }	*	°	_	_	_	_	_	_	Z	9	_	_	ā	۱,	_				4	- 1	_				4	1 1		20 ·
8	**	10	,, -	-	7	3	20	_	-	3	20	-	-	1	-	-	_	-	-	3	6	3	6	- 1	12	5	32	3	6	8	38
11 15	*	14 20	,, -	1	_1	1	5 19	_	_	1	5 19	_	_	_		_		1	1	2	2	3	8	1 1	33 5	3	42 25	2	2	5	42 27
21	**	50	" -	_		3	21	_	_	3	21	-2	3	_	_	2	3	_1	_	2	2	2	2	- 1	50	9	74	2	2	11	76 ·
31	"	40	,, -	_	_	1	6	_	_	1	6	_	_	_	_	_	_	_	_	_	_	_ .	_	-1	_	i	8	_		1	6.
41	"	50	·-	-	-1	_	-	—	-	-	-	-		_	_	-	-	-	-	-	-1	-	-1	-1	-1	-	-1	-	-	-	_
51	*	60		-	-	-	-	-	-	-	-1	-	-	_	-	-	-	-	-	-	-1	-	-1	-	-1	-	-]	-	-	-	-
61	**	70	" -	-	-	-	-	-	-	-	-		-	-	-	-	-1	-	-	-	-	- -	-1	-	-[	-	-	-	-1	-	_
71	79	80	" -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-1	-	-	-	-	-	-1	-	_
81 91	**	100 100	<b>"</b> -	_		_	_	_	_	_	<u>-</u>	_	_	_	-	_	_	_	_		_				_	_	_			_	_
	" 878		vards	_			_	-		_									=			- 1	_		_		_	_		_	_
Unkı		_		_	_	_	_	_	_	_		_	=	_		_	_	_	=	=	_	- 1	_	_	_	_	_	_	_	_	_
		OTAL	_	2	7	10	74	_		10	74		12	_	_	4	12	1	1	12	24		25		-	26	199	12	94	38	223
	-		_	. "	• 1	40	1 12 1	_	1	TO	12	*			-1	3	40	- 1			42	40	~	ال ت	·~ [	~	-60			· ·	

## Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 33. Seamen Lost.—Localities:—Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and showing also the Nature of the Casualties and the Localities where the Loss of Life occurred.

	Foun-	deringa		8	Stran	din	gs.	1		9	Colli	sion	8.			Ot	her	Cau	ios.		Miss				Tot	al.		
		tal sses.		tal ses.	Par	rtial ses.	То	tal.		tnl sses.	Par Los	tial ses.	То	tal.	To Los	tul ses.	Par	tial sex	Tot	nl	Ves	sels.	Los	otn1	Par Los		То	tal
Localities.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Iost,	Vessels in which Lives were Lost,	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Ves-els in which Lives were Lost,	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Last.	Lives Lost.	Vessels in which Lives were lost.	Lives Lost.	Vessels in which Lives were Lost,	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lo.t.	Vessels in which Lives were Lost.	Lives Lost,
	_								(8.	) I	ive	5	Los	t i	<b>h</b> 8	Bai	lin	<b>8</b> \	705	<b>5</b> 0	ls.							
On or near the Coasts of the United Kingdom.	-	-	-	-!	-	-	-	-	-	_	-	-	-	-	-	-	-	-	-	_	-	_	-	-	-		-	-
On or near the Coasts of British Possessions Abroad.	1	4	4	9	_	-	4	9	1	2	-	_	1	2	-	-	2	9	2	9	-	-	6	15	2	9	8	24
On or near the Coasts of Foreign Countries.	1	3	2	8	_	_	2	8	_	-	-	-	-	-	1	1		-	1	1	-	-	4	12	-	-	4	12
In Oceans and Seas	_	-	1	18	_	_	1	18	3	10	-	-	3	10	-	_	9	12	9	12	8	46	10	74	9	12	19	86
TOTAL	2	7.	7	35		-	7	35	4	12	_	_	4	12	1	1	11	21	12	22	6	46	20	101	11	21	31	122
									(b	.) 1	Liv	08	Lo	st :	ln :	Ste	an	ı V	'es:	sel	s.							
On or near the Coasts of the United Kingdom.	-	_	-	_	-	-	-	_	-	_	_	_	-	-	_		-	-	_	_	-	-	-	-	-	_	-	_
On or near the Coasts of British Possessions Abroad.	-	_	3	39	_	-	3	39	  -	-	_	-	_	-	-	-	1	3	1	3	_	-	3	39	1	3	4	42
On or near the Coasts of Foreign Countries.	_	_	-	-	_	-	-	-	-	-	-	-	_	-	-	-	-	_	_	_	-	-			-	-	-	-
In Oceans and Seas	-	_	-	-	_	-	-	-	-	-	-	-	4	-	-	-	_	_	_	-	3	59	3	52	-	-	3	59
TOTAL	-	_	3	39	-	-	3	39	-	-	-	-	_	-	-	_	1	3	1	3	3	59	6	98	1	3	7	101
													(0	D.)	To	tal	l <b>.</b>											
On or near the Coasts of the United Kingdom.	-	_	-	_	_	_	-	-	-	-	_	_	-	-	-	_	-	_	_	_	-	-	-	_	-	-	_	   
On or near the Coasts of British Possessions Abroad.	1	4	7	48	-	-	7	48	1	2	-	-	1	2	_	-	3	12	3	12	-	-	9	54	3	12	12	66
On or near the Coasts of Foreign Countries.	1	3	2	8	-	-	2	8	-	-	-	-	-	-	1	1	-	-	1	1	-	-	4	12	-	-	4	12
In Oceans and Seas	-	<u> </u>	1	18	-	-	1	18	3	10	-	-	3	10	-	-	9	12	9	12	9	105	13	133	9	12	22	148
TOTAL	2	7	10	74	_	-	10	74	4	12	-	-	4	12	1	1	13	24	13	25	9	176	26	196	12	21	38	22

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 34. Seamen and Passengers Lost.—Classification\*:—Statement showing the Number of Lives Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number of Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and further distinguishing the LIVES LOST in CLASSED\* Vessels from those Lost in Unclassed\* Vessels.

(a.) Lives Lost in Vessels Totally Lost.

		1				<del></del>				<del></del>		<del></del> -	
				sed.•			Unclas			ļ,	Tot		
Nature of the Casualties.	В	Vessels in which		Lives Lost		Vessels in which		Lives Lost		Vessels in which		Lives Lost	· 
		Lives were Lost.	Crew.	Pas- sengers.	Total.	Lives were Lost.	Crew.	Pas- sengers.	Total.	Lives were Lost.	Crew.	Pas- sengers.	Total.
				<del></del>		(l.) LIVES	LOST IN	SAILING '	Vessels.	·			
Founderings		_	_	l _	_	2	7	_	7	2	7	_	7
Strandings	::	_1	18	-	18	6	17 12	=	17 12	2 7 4	35 13	=	35 12
		=	=			1 6	1 46	_	1 46	1 6	1 46	=	1 46
Ton		<del></del> 1	18		18	19	83		83	20	101		101
				)		(2.) LIVE	LOST IN	STEAM V	essels.	·		<u> </u>	
Founderings		_	_		_	1 _	<u> </u>			_	_	1 _	_
Strandings Collisions	::	_1	19	8	27	_2	20 —		23	_3	39	11	50 —
Other Causes	::	-,	33		33			<u></u>	27	_,		1	90
<b></b>		2	52	8	60	4	46	4	50	8	98	12	110
				,		•	(&) To	OTAL.		<u> </u>		<u> </u>	
Founderings		_		_	_	1 3	7		7	1 2	7	I _ '	7
Strandings Collisions	::	_2	37	8	45	2 8 4	7 37 12	5 -	40 12	. 10	7 7 <u>4</u> 12	11	85 12
		-,	- 33	=	83	1 8	72	<u> </u>	1 78	i 9	105	1 7	1 106
TOTAL		3	70	8	78	23	129	4	188	28	199	12	211
	'	· · · · · · · · · · · · · · · · · · ·		(b.) <b>L</b>	ives L	ost in T	7essels	Parti	ally L	ost.	•	<u> </u>	
						(L) LIVES	LOST IN	SAILING	VESSELS.	_			
Strandings Collisions		_	_	_	_	1 _	_	_				_	_
	::	7	10	=	10	-4	ī	=	īi		<u></u> 21	=	21
TOTAL		7	10	_	10	4	11	_	11	11	31		21
				<u>'</u>		(2.) LIVE	s Lost in	STEAM V	essels.	····			
Strandings		_ ]	_	_ [	_	_	_	_			_	_	
	::	=	_	=	=	- <sub>1</sub>	3	=	3	_ <sub>1</sub>	3	=	3
TOTAL .			-			1	3		3	1	3		3
•							(3.) To	TAL.					
	.	-	_ ]		_	_ [	_	_	-	-	_	-	_
	:	7	10	=	10		14	=	14	12	24	=	24
TOTAL .	. [	7	10	- 1	10	5	14		14	12	24	_	24
						(c.) To	tal.						
						(L) LIVES	LOST IN	BAILING \	Vessels.				
	.	-	-	_	=	3	.7		1 <b>7</b>	2 7	7	- Ī	
Collisions	::	-7	18 10		18	6 4	7 17 12	=	12	4	85 12	=	35 12 22 46
Missing Vessels				=	10	5 <b>6</b>	12 46	=	12 46	12 6	22 46	=	46
TOTAL .	.	8	28	_	28	23	94		94	31	129	_	132
		<del></del> ,				(2.) LIVES	Lost in	STEAM V	essels.				
	::	-,		_ 8	<u>-</u>	-	-	_ 3	 23		39	ī	<del>-</del>
Collisions		=	-		27 — —	1 _1	20 3	-	25 — 3	-1	3	=	3
Missing Vessels	::	1	33	=	33	2	26	1	27	3	- 5 <del>9</del>	1	
TOTAL	•	2	52	8	80	5	49	4	53	7	101	12	113
		<del></del>					( <b>3</b> .) To	TAL.				<del></del>	<del></del>
Strandings .	::	-	37	- 8		3	7 37	- 3	7 40	13 10	7 74	ī	.7 15
Collisions Cther Causes	::	-7	10	-	10	2 8 4 6	12	-	12 15 73	13	12 25	=	12 25 106
Missing Vessels .	٠	1	33		33	8	1.5 72	1	73	9	105	1	
	·	10	80	8	88	28	143	4	147	38	223	12	235
• By " alagned!	_	<del></del>				<del></del>	***** <u> </u>			h er Dense	<del></del>		

<sup>•</sup> By "classed" vessels are understood those which were classed in Lloyd's Begister, Liverpool Book, or Bureau Veritas. The "unclassed division probably includes a number of vessels classed in some of the smaller registries.

# Deaths at Sea from all Causes in Merchant Vessels registered in British Possessions Abroad.

- Table 35. Deaths at Sea from all Causes. Grand Totals:—Statement showing the Total Number of Deaths at Sea in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) arising from:—
  - (1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom or were reported from Abroad during the Year 1900-1901;
  - (2.) Accidents other than Wreck reported during 1900-1901;
  - (3.) Disease, Murder, Suicide, &c. reported during 1900-1901;

distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

	Deat	hs in Sai Vessels.	ling		ths in Ste Vessels.	eam.		Total.	
Cause of Death.	Cre	w.		Cre	w.		Cre	w.	
	Masters and Seamen.	Lascars.	Pas- sengers.		Lascars.	Pas- sengers.		Lascars.	Pas- sengers.
Wrecks of, and Casualties to, the Vessels.—(See Tables 29 to 34.)	122	_		101	-	12	223	_	12
Accidents other than Wreck or Casualty.	34	-	1	3	2	1	37	2	2
Disease, Murder, Homicide, Suicide, and Unknown Causes.	22	6	2	3	9	165	25	15	167
Total	178.	6	3	107	11	178	285	17	181

## Sea Casualties to British registered Merchant Vessels.

TABLE 36. Summary:—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom and British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.— (Totals of Tables 1 and 19.)

Nature of the C	Casualt	ies.	Tot	al Losses.	Serio	18 Casualties.	Mino	r Casualties.		Total.
			No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
						(a.) Sailir	ng Ve	ssels.	•	
Founderings	••-	•••	42	11,875	-		_	_	42	11,875
Strandings	•••	•••	150	32,417	118	34,358	283	73,612	551	140,387
Collisions	•••	•••	27	4,186	93	26,342	324	68,288	444	98,816
Other Causes	•••	•••	11	13,458	246	177,991	604	309,735	861	501,184
Missing Vessels	•••	•••	24	20,665	_	_	-	_	24	20,665
Total	•••	•••	254	82,601	457	238,691	1,211	451,635	1,922	772,927
					1	(b.) Stear	n Ves	sels.	1	1
Founderings	•••	•••	14	5,932	-		_	_	14	5,932
Strandings	•••		59	63,305	217	246,204	512	581,332	788	890,841
Collisions	•••	•••	18	14,014	160	176,484	432	439,221	610	629,719
Other Causes	•••	•••	3	1,832	317	430,432	820	1,149,611	1,140	1,581,875
Missing Vessels	•••	•••	8	8,441	_		_		8	8,441
TOTAL	•••	•••	102	93,524	694	853,120	1,764	2,170,164	2,560	3,116,808
		•			<u> </u>	(c.) T	rotal.	l		!
Founderings		•••	56	17,807	<u> </u>	_	_	_	56	17,807
Strandings	•••		209	95,722	335	280,562	795	654,944	1,339	1,031,228
Collisions	•••	•••	45	18,200	253	202,826	756	507,509	1,054	728,535
Other Causes	•••		14	15,290	563	608,423	1,424	1,459,346	2,001	2,083,059
Missing Vessels	•••	•••	32	29,106	_	_	-	_	32	29,106
TOTAL	•••		356	176,125	1,151	1,091,811	2,975	2,621,799	4,482	3,889,735

Lives Lost by Sea Casualties to British registered Merchant Vessels.

Table 37. Seamen and Passengers Lost.—Summary:—Statement snowing the Number of Lives Lost in Vessels registered in the United Kingdom and British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yach's and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost—(Totals of Tables 12 and 29.)

		Sailing	Vesse	ls.			Steam	Vessel	ls.				Total.		
:Nature of the	wh	essels in ich Lives ere Lost.	Li	ves L	ost.	wh	essels in ich Lives ere Lost.	Li	ves L	ost.	wh	essels in ich Lives ere Lost.	L	ives L	ost.
	No.	Tonnage.	Crew.	Pas- sen- gers.	Total	No.	Tonnage.	Orew-	Pas- sen- gers.	Total	No.	Tonnage.	Crew.	Pas- sen- gers.	Total.
		1		(a.)	Liv	es L	ost in	Vess	els	Tota	lly	Lost.			,
Founderings	6	1,966	29	_	29	4	1,241	<b>4</b> 6	7	53	10	3,207	75	7	82
Strandings	16	11,537	104	1	105	14	12,824	136	30	1.66	30	24,361	240	31	271
Collisions	10	2,718	39	—	39	9	5,995	71	4	75	19	8,713	110	4	114
Other Causes	2	697	2	—	2	-	_	_	_	-	2	697	2	_	2
Missing Vessels	24	20,665	351		351	8	8,441	162	1	163	32	29,106	513	1	514
TOTAL	58	37,583	525	1	526	35	28,501	415	42	457	93	66,084	940	43	983
		<u> </u>	(	b.)	Live	s Lo	st in V	esse	ls F	Parti	all	y Lost.		!	<u> </u>
Strandings	3	2,692	4	_	4	_	_		_	_	3	2,692	4	_	4
Collisions	1	99	1	_	1	4	5,326	3	12	15	5	5,425	4	12	16
Other Causes	49	65,592	64	_	64	32	57,861	41		41	81	123,453	105	-	105
TOTAL	53	68,383	69	_	69	36	63,187	44	12	56	89	131,570	113	12	125
		I	<u> </u>	1	<u>]</u>		(0.)	Tota	1.		<u> </u>			<u> </u>	<u> </u>
Founderings	6	1,966	29		29	4	1,241	46	7	53	10	3,207	75	7	82
Strandings	19		108	1	109	14	12,824			166	33			31	275
Collisions	11	2,817	40	_	40	13	11,321	74	16	90	24			16	130
Other Causes	51	66,289	66	_	66	32	57,861	41	_	41		124,150		_	107
Missing Vessels	24		351	_	351	8	8,441		1	163	32			1	514
TOTAL	111	105,966	59 <b>4</b>	1	595	71	91,688	<b>45</b> 9	51	<b>5</b> 13	—- 182	197,651	1,053	55	1,103

Deaths at Sea from all Causes in British registered Merchant Vessels.

- TABLE 38. Deaths at Sea from all Causes. Summary:—Statement showing the Total Number of Deaths at Sea in Vessels registered in the United Kingdom and British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered), arising from:
  - (1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom or were reported from Abroad during the Year 1900-1901;
  - (2.) Accidents other than Wreck reported during 1900-1901;
  - (3.) Disease, Murder, Suicide, &c., reported during 1900-1901;

distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

(Totals of Tables 18 and 35.)

	Des	ths in Sail Vessels.	ling	Dec	ths in Ste Vessels.	em		Total.	
Cause of Death.	Cr	ew.		Cr	ew.		Or	ew.	
	Masters and Seamen.	Lascars.	Pas- sengers.	Masters and Seamen.	Lescars.	Pas- sengers.	Masters and Seamen.	Lescars.	Pas- sengers
Wrecks of, and Casualties to, the Vessels.	594	_	1	<b>43</b> 8	21	54	1,032	21	55
Accidents other than Wreck or Casualty.	168		4	143	37	21	311	37	25
Disease, Murder, Homicide, Suicide, and Unknown Causes.	134	6	300	327	190	1,048	<b>4</b> 61	196	1,348
TOTAL	896	6	305	908	248	1,123	1,804	254	1,428

## PART III.

MISCELLANEOUS TABLES and SUMMARIES.

Part III.]
Tables 39 and 40.

Sea Casualties to Unregistered Merchant Vessels belonging to the United Kingdom.

TABLE 39. Totals:—Statement showing the Number and Tonnage of Unregistered Vessels belonging to the United Kingdom (exclusive of Yachts and Fishing Vessels) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

_														• /		
	· Net		of the C	amo'	Hee				Total	Los-es.	Serious (	Casualties.	Minor C	asualties.	То	tal.
	71911		J. 1416 C.		. vacum				Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
											(8.	) Sailin	g Vess	ols.	×,	•
Founderings Strandings Collisions Other Causes Missing Vessels	::	::	   Total	::	::	::	::	::	10 2 - - 19	123 235 8   366	5 7 8 —	627 471 266 —	14 62 9 —	338 9,294 238 — 9,870	7 28 71 17 —	123 1,200 9,773 504 —
											(b.	) Steam	Vesse	ls.		
Founderings Strandings Collisions Other Causes Missing Vessels		::	:: :: ::		::	::	::	::	1 - -	•6  		196 92 —	21 8 —	8,913 23 —	1 23 7 —	9,109 115
			TOTAL	••	••	••	••	••	1	5	6	288	24	8,936	31	9,529
												(c.) <b>1</b>	otal.			
Founderings Strandings Collisions Other Causes Missing Vessels	::	::	::	::	::	::	::	::	7 11 2 -	123 240 8 —	- 5 9 12	627 667 358	14 83 12	338 18,207 261	7 30 94 24	123 1,205 18,882 619
			TOTAL	••	••				20	371	26	1,653	109	18,806	155	20,829

Note.—Lightships, hulks, and unidentified vessels belonging to the United Kingdom are included in this Table.

Lives Lost by Sea Casualties to Unregistered Merchant Vessels belonging to the United Kingdom.

TABLE 40. Seamen and Passengers Lost:—Statement showing the Number of Lives Lost in Unregistered Vessels belonging to the United Kingdom (exclusive of lives lost in Yachts and Fishing Vessels) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

		Sail	ing Ves	sels.			Ster	am Ves	sels,				Total.		
Nature of the Casualties.		els in which s were Lost.	1	Lives Lost			els in which were Lost.	. 1	Lives Lost			ds in which were Lost.	1	Lives Lost	t.
	No.	Tonnage.	Crew.	Pas- sengers.	Total.	No.	Tonnage.	Orew.	Pas- sengers.	Total.	No.	Tonnage.	Crew.	Pas- sengers.	Total.
				(2	.) <b>L</b> i	ves	Lost in	Ves	sels T	otali	y L	st.			·
Founderings	1 -	1 - -	2  -  -	=	<u>2</u> 		=		=	=	1 - - -	1  	2 -	·	2 -
TOTAL	1	1	2	_	2	=				_	1	1	2	_	2
				( <b>b</b> .)	Liv.	es I	ost in	Vess	els Pa	rtial	ly I	ost.			<u>'</u>
Strandings Collisions	1 3	- 4 5	- 6 6	=	- 6 6	=	=	=	=	=	- 1 3	4 5	6 6	=	6 6
Total	4	9	12	_	12	_	_	_	_	_	4	9	12	_	12
							(c.)	Tot	al.						
Founderings	1 3 -	1 4 5	2 6 6	=	2 6 6		11111	1111			1 1 3	1 4	2 6 6	= =	2 6 6
TOTAL	5	10	14	-	14	-			_	_	5	10	14		14

Note.—Lives lost by sea casualties to lightships, hulks, and unidentified vessels belonging to the United Kingdom are included in this Table.

Sea Casualties to Unregistered Merchant Vessels belonging to British Possessions Abroad.

TABLE 41. Totals:—Statement showing the Number and Tonnage of Unregistered Vessels belonging to British Possessions Abroad (exclusive of Yachts and Fishing Vessels) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

	<b></b>	ure of							Total	Lonees.	Serious (	Casualties.	Minor C	asualties.	To	tal.
	Nat	ure of	the C	28021	.T168.				Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
							-				(8.	.) Sailin	g Voss	ols.		
Founderings Strandings Collisions Other Causes Missing Vessels	::	::	::	::	::	::	::	::	10 31 3 2	1,753 96 1,040	- 3 8 -	767 500 236	- 5 8 4 	318 8,279 1,855	10 48 14 14 —	2,813 8,876 8,130
То	TAL		••	••	••	••	••	••	46	3,311	18	1,502	17	5,447	81	10,260
		•									(t	.) Steam	n Vesse	15.		
Foundarings Strandings	::	••							=	=	=======================================		- - - -	378 — —	- - - -	378 — —
То	TAL			••	••				_				2	378	2	378
											•	(c.) 1	rotal.	<u>'</u>		`
Founderings Strandings Collisions Other Causes Missing Vessels				::	· · · · · · · · · · · · · · · · · · ·	  	:: :: ::	::	10 81 3 2	1,733 96 1,040	7 3 8	787 500 235	7 8 4	801 3.279 1,855	10 45 14 14	3,191 3,875 3,130
To	TAL				·				46	8,311	18	1,502	19	5,895	83	10,638

Note.—Lightships, hulks, and unidentified vessels belonging to British Possessions Abroad are included in this Table.

Lives Lost by Sea Casualties to Unregistered Merchant Vessels belonging to British Possessions Abroad.

Table 42. Seamen and Passengers Lost:—Statement showing the Number of Lives Lost in Unregistered Vessels belonging to British Possessions Abroad (exclusive of Lives Lost in Yachts and Fishing Vessels) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one cavality attended with loss of life in the period is entered for each casualty.)

		Saili	ng Ves	sels.			Stee	ım Vesi	sels.				Total.		
Nature of the Casualties.		ols in which were Lost.	,	Lives Lost			els in which were Lost.	,	Lives Lost			ols in which were Lost.		Lives Lost	<u> </u>
	No.	Tonnage.	Orew.	Pas- sengers.	Total.	No.	Tonnage.	Crew.	Pas- sengers.	Total.	No.	Tonnage.	Crew.	Pas- songers.	Total
			<u> </u>	(=	.) <b>L</b> 1	VOS	Lost in	Ves	sols T	otall	y Lo	st.			<i>.</i>
Founderings	1 3 - -	76 —	1 5 -	=	1 5 -		=======================================	11111	=	=	3   -	76 — —	1 5 —	= = =	1 5 -
Missing Vessels TOTAL	4	80	6	=	6	=			=	=	4	80	6		6
		·	·	( <b>b</b> .)	) Liv	os I	ost in	Voss	els Pa	rtial	ly L	ost.			<del>'</del>
Strandings	1 2	33 - 21	2 4	=	2 4	Ξ	=	Ξ	=	=	1 2	33 21	2 4	Ξ	2 4
TOTAL	3	54	6	_	6	-	_	-	_	_	8	54	6	_	6
							(0.)	) Tot	al.					-	
Founderings	1 4 - 2 -	109 21	$\begin{bmatrix} \frac{1}{7} \\ \frac{-4}{4} \\ - \end{bmatrix}$	=======================================	17 -4 -	_ _ _ _	= = = = = = = = = = = = = = = = = = = =	=======================================	=	= =	$\begin{bmatrix} \frac{1}{4} \\ \frac{2}{2} \\ - \end{bmatrix}$	109  21 	1 7 4 -	= = = =	1 7 -4
TOTAL	7	134	12	_	12	-	-	=	_	_	7	134	12	-	12

Hote.—Lives lost by sea casualties to lightships, hulks, and unidentified vessels belonging to British Possessions Abroad are included in this Table.

Part III.]
Tables 43 and 44.

Sea Casualties to Yachts and Pleasure Boats belonging to the United Kingdom.

TABLE 43. Totals:—Statement showing the Number and Tonnage of Yachts and Pleasure Boats (Registered and Unregistered) belonging to the United Kingdom to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

	Wat	al	, ebo (	Jacus)	lėtas				Total	Lonees.	Serious (	Casualties.	Minor C	asualties.	` To	tal.
	2404	MA C			10100				Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage
										··	(8.	) Sailin	g Vess	ols.	<u> </u>	
Founderings Strandings Collisions Other Causes Missing Vessels	::	::	::	::		::	:: :: ::	:::::::::::::::::::::::::::::::::::::::	5 10 1 1	26 296 3 3	13 8 14	183 90 277	 49 24 24 	72 <b>3</b> 598 891	5 72 33 43	1,202 691 1,171
To	TAL	••	••	••		••	••		17	328	39	550	97	2,212	1 <b>5</b> 3	3,090
											( <b>b</b>	.) Stean	Vesse	ls.	•	·
Founderings Strandings Collisions Other Unuses Missing Vessels	::	:: :: ::	:: :: ::	 :: ::	:: :: ::	  	  	::	- 2 - 1	20 8 -	- 3 - 5 -	462 379	 7 9 13 	8,055 907 1,034	12 9 19	3,537 907 1,431
То	TAL	••			••		••		3	28	8	841	29	4,996	40	5,865
										<u></u>		(c.) T	rotal.			
Founderings Strandings Collisions Other Causes Missing Vessels					::	:: :: ::	::		5 12 1 2	26 316 3 11	16 8 23	645 90 656	56 33 37	3,778 1,505 1,925	5 84 42 62	26 4,759 1,598 2,592
To	TAL								20	356	47	1,391	126	7,208	193	8,955

Note.—Only one sailing vacht belonging to a British Possession Abroad was reported during 1900-1901 as having met with a sea casualty, a sailing yacht of 5 tons having been lost by stranding. No lives were lost.

Lives Lost by Sea Casualties to Yachts and Pleasure Boats belonging to the United Kingdom.

TABLE 44. Seamen and Passengers Lost:—Statement showing the Number of Lives Lost in Yachts and Pleasure Boats (Registered and Unregistered) belonging to the United Kingdom by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

		Saili	ng Vess	ecls.			Ster	ım Vess	ols.				Total.		
Nature of the Casualties.		ls in which were Lost.	1	Livee Lost	•	Vesse Lives	ls in which were Lost.	1	lives Lost			is in which were Lost.		Lives Lost	
	No.	Tonnage.	Orew.	Pas- sengera	Total.	No.	Tonnage.	Orew.	Pas- sengera.	Total	No.	Tonnage.	Crew.	Pas- sengers.	Total.
				(8	.) <b>L</b> í	VOS	Lost in	Ves	sels T	otall	y L	ost.			·
Founderings	=	<u> </u>	2  -  -	5 - -	7 -	=======================================	=		=	=	- - -	<u>11</u>	2 - - -	5  	7 -
TOTAL	3	11	2	5	7	-	_	-		_	3	11	2	5	7
		·	· · · · · · ·	(b.	) Liv	res I	Lost in	Vess	els Pa	rtial	ly I	ost.	•	<u> </u>	<u> </u>
Strandings	3	3 10	- 3 5	<u>-</u>	- 3 11	=	=	E	=	Ξ	- 3 5		3 5	<u>-</u>	- 3 11
TOTAL	8	13	8	6	14	-	_	-	_	_	8	13	8	6	14
							(c.	Tot	al.						
Founderings	3 5	11 3 10	3 5	5 - 6 -	$\begin{array}{c c} \frac{7}{3} \\ 11 \\ - \end{array}$		= = = = = = = = = = = = = = = = = = = =	=======================================	=		3 - 3 5 -	11 3 10	2 3 5	5 - 6	$\begin{bmatrix} \frac{7}{3} \\ \frac{11}{-} \end{bmatrix}$
TOTAL	11	24	10	11	21	_	_	_		_	11	24	10	11	21

See Note to Table 43.

## Sea Casualties to Fishing Vessels belonging to the United Kingdom.

Table 45. Totals:—Statement showing the Number and Tonnage of Fishing Vessels (Registered and Unregistered) belonging to the United Kingdom to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

Nature of the C	lasual ti	ies.	Tota	al Losses.	Seriou	s Casualties.	Minor	Casualties.		Total.						
			No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.						
	-				(	a.) Sailin	g Ves	sels.								
<b>F</b> ounderings	•••	•••	13	88	_		_	_	13	88						
Strandings	•••		<b>2</b> 9	462	21	555	93	2,175	143	3,192						
Collisions	•••	•••	7	139	25	613	216	7,386	248	8,138						
Other Causes	•••		5	120	89	1,534	148	5,690	242	7,344						
Missing Vessels	•••	•••	2	3	-	_	-	_	2	8						
Total	•••	••	56	812	135	2,702	457	15,251	648	18,765						
			No.   Tonnage.   No.													
Founderings	•••				<b>-</b> .	_	_		. 1	1						
Strandings	•••	•••	9	704	29	1,373	54	2,583	92	4,660						
Collisions	•••		8	365	32	1,720	144	7,493	184	9,578						
Other Causes	•••	•••	1	41	71	3,927	107	5,907	179	9,87						
Missing Vessels	•••	••	_	_	-	_	_		_	_						
Total	•••		19	1,125	132	7,020	305	15,983	456	24,128						
						(c.) <b>T</b>	otal.		<u></u>							
Founderings	•••		14	103	_	_	_		14	103						
Strandings	•••	•••	38	1,166	50	1,928	147	4,758	235	7,852						
Collisions			15	504	57	<b>2,33</b> 3	<b>36</b> 0	14,879	432	17,716						
Other Causes	•••		6	161	160	5,461	255	11,597	421	17,219						
Missing Vessels	•••	•••	2	3	-	_	-	-	2	3						
TOTAL	•••	•••	75	1,937	267	9,722	762	31,234	1,104	42,893						

Part III.] Tables  $4\overline{6}$  and 47.

Lives Lost by Sea Casualties to Fishing Vessels belonging to the United Kingdom.

IN Fishing Vessels (REGISTERED AND UNREGISTERED) belonging to the United Kingdom by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Pessengers Lost, and the Lives Lost in Vessels Partially Lost from those Lost in Vessels Partially. Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

			Sailing	Vesse	ls.			Steam	Vesse	ls.			To	tal.		
Nature of the		wh	essels in ich Lives ere Lost.	L	ves L	ost.	wh	essels in ich Lives ere Lost.	Li	ves Lo	ost.	wh	essels in ich Lives ere Lost.	L	ives Lo	ost.
Castal aco.		No.	Tonnage.	Crew	Pas- sen- gers.	Total	No.	Tonnage.	Crew	Pas- sen- gers.	Total	No.	Tonnage.	Orew	Pas- sen- gers.	Total
				<u>-</u>	( <b>a.</b> )	Live	s Lo	st in V		ols 7	<b>Fota</b>	11 <b>y</b> :	Lost.			<u> </u>
Founderings	  	8 3 4 1 2	21 34 103 2 3	31 4 9 3 6	= = = = = = = = = = = = = = = = = = = =	31 4 9 3 6	1 1 -	61 66 —	10 7 -	=======================================	10 7 —	8 4 5 1 2	21 95 169 2 3	31 14 16 3 6	-	31 14 16 3 6
TOTAL	••	18	163	53	-	53	2	127	17		17	20	290	70	_	70
				(	b.) 1	Lives	Lo	st in V	0550	ls P	arti	ally	Lost.			
Strandings	::	1 15	1 162	$\frac{1}{24}$	=	1 24	<del>-</del> 8	497	- 8	=		1 28	1 659	1 32	Ξ	1 32
TOTAL	••	16	163	25	-	25	8	497	8	_	8	24	960	33	-	33
								(c.) :	Fota	1.						
Founderings		8 4 4 16 2	21 35 103 164 3	31 5 9 27 6	=======================================	31 5 9 27 6	1 1 8	61 66 497	10 7 8 -		10 7 8	8 5 5 24 2	21 96 169 661 3	31 15 18 35 6	=======================================	31 15 16 35 6
TOTAL	••	34	326	78	-	78	10	624	25	_	25	44	950	103	-	103

Deaths at Sea from all Causes in Fishing Vessels belonging to the United Kingdom.

- TABLE 47. Deaths at Sea from all Causes.—Grand Totals:—Statement showing the Total Number of Deaths at Sea in Fishing Vessels belonging to the United Kingdom, arising from :-
  - Sea Casualties which occurred on or near the Coasts of the United Kingdom, or were reported from Abroad during the Year 1900-1901;
     Accidents other than Wreck or Casualty reported during 1 100-1901;

(3.) Disease, Murder, Suicide, &c., reported during 1900-1901; and distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and the Deaths of Seamen from the Deaths of Passengers.

Cause of Death.	Deaths i Ves	n Sailing sels.		in Steam sels.	To	al.
	Orew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.
Wrecks of, or Casualties to, the Vessels—see Table 46.	78	_	25	_	103	. –
Accidents other than Wreck or Casualty	28	2	28	1	56	3
Disease, Murder, Homicide, Suicide, and Un- known Causes.	5	-	12	_	17	_
TOTAL	111	2	65	1	176	3

Sea Casualties to Fishing Vessels belonging to British Possessions Abroad.

TABLE 48. Totals:—Statement showing the Number and Tonnage of Fishing Vessels (REGISTERED AND UNREGISTERED) belonging to British Possessions Abroad to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

N7				alties			Tota	Losses.	Serious	Casualties.	Minor (	Casualtics.	Т	otal.
NS.	ure	or the	3 CAME	TRY 1 FIGH	•		Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
									(8	.) Sailir	g Vess	els.	·	
Founderings Strandings Collisions	::	::		::	::		4 22	28 784	3	183	_ <sub>2</sub>	101	27	28 1,0 <b>6</b> 8
Other Causes Missing Vesse		::	::	::	::	::	- 2	26	- 3	_ 3	- 1	_69	8 2	72 26
	То	TAL		••			28	838	5	186	3	170	38	1,194
									(1	b.) Stear	n Vess	ols.		
- Founderings Strandings	::	::	::		••	::	=	=	=	=	=	=	=	=
Collisions Other Causes Missing Vesse		••	::	::	::	::	=	Ξ	=	Ξ	=	_	ΙΞ	=
	то	TAL			••		-	_	-	-	-	_	1-	
										(c.) 7	rotal.			
Founderings Strandings Collisions	••	::	::	::	::	::	4 22	28 784		183	_ 2	101	4 27	28 1,066
Other Causes Missing Vesse		::	::	::	::	::			2	_ 3 3	_1		3 2	72 26
	То	TAL					28	838	5	186	3	170	36	1,194

Lives Lost by Sea Casualties to Fishing Vessels belonging to British Possessions Abroad.

Table 48a. Seamen and Passengers Lost:—Statement showing the Number of Lives Lost in Fishing Vessels (Registered and Unregistered) belonging to British Possessions Abroad by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those

Lost in Vessels Partially Lost.

(A Vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

	of the									Steam					To			
	Nature of the Casualties.				sels in h Lives e Lost.	Ĭ.	ives L	ost.	wb	essels in ich Lives ere Lost.	Li	ives L	ost.	wh	essels in ich Lives ere Lost,	Li	ves L	<b>386.</b>
			No	.	Tonnage.	Crew	Pas- sen- gers.	Total	No.	Tonnage.	Crew	Pas- sen- gers.	Total	No.	Tonnage.	Crew	Pas- sen- gers.	Total
						(	<b>a.</b> )	Live	s L	ost in 7	Vess	els	Tota	illy	Lost.			<u></u>
Strandings Collisions	••	· · ·	$\exists \mid \exists$	4	28   26	-	1  -  -  -	12  -  -  -  -  -		=			1111	- - - 2		11  -  -  -  -  -	_1   _	12 - 8
TOTAL		-	}	В	54	19	1	20	_	_	-		-	6	54	19	1	20
				·		<b>(1</b>	).) I	ives	Los	st in Ve	ssel	s P	artis	lly	Lost.	·	<b>L</b>	
Collisions			:   =	2	= 8	=	=	=	=	=	1	=	- 1	_ 	= 3		Ξ	=,
TOTAL	••			2	3	2	_	2	=	_	_	-	-	2	3	2	-	2
										(c.) 1	<b>Cota</b>	1.						
trandings Collisions	••		:   =	2 2 3	28 - 3 26 57		1 = = - 1	12 - - 2 8	11111			=======================================		4 - 2 2	= 28 3 26 57	11 - 2 8	1 - - - - 1	13 - 2 8

Sea Casualties to Vessels of all Kinds belonging to the United Kingdom.

TABLE 49. Grand Totals:—Statement showing the Number and Tonnage of Vessels of all Kinds belonging to the United Kingdom (except Vessels of the Royal Navy) to which Sea Gasnalties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 1, 39, 43, and 45.)

			Tot	al Losses.	Seriou	s Casualties.	Mino	r Casualties.		Total.
Nature of the Ca	an <b>ua</b> lti	ies.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
			<b>,</b>		(,	a.) Sailin	g Ves	sels.	t	
Founderings	•••		46	8,405	_	_	-	_	46	8,405
Strandings	•••		125	<b>24,</b> 528	122	30,145	390	66,185	637	120,868
Collisions	•••	•••	32	3,285	113	21,397	613	81,114	758	105,796
Other Causes	•••	•••	15	11,717	301	149,733	686	282,856	1,002	444,306
Missing Vessels	•••	•••	20	19,226	_	_	_		20	19,226
Тотай	•••	•••	238	67,171	536	201,275	1,689	430,155	2,463	698,601
						(b.) Stean	ı Vess	sels.		<u> </u>
Founderings	•••		13	5,833	-		_	_	13	5,833
Strandings		•••	55	58,149	237	243,481	537	567,893	829	869,523
Collisions	•••	•••	26	<b>14,</b> 379	190	175,830	583	443,118	799	633,327
Other Causes	•••	•••	4	1,830	389	429,317	919	1,135,637	1,312	1,566,784
Missing Vessels		•••	5	5,634	_	! !	_	_	5	5,634
TOTAL	•••	•••	103	85,825	816	848,628	2,039	2,146,648	2,958	3,081,101
						(0.) 7	otal.	<u>'</u>	· · · · · · · · · · · · · · · · · · ·	·
Founderings	•••	•••	59	14,238	_	_		_	59	14,238
Strandings	•••	•••	180	82,687	359	273,626	927	634,078	1 <b>,4</b> 66	990,391
Collisions	••	•••	58	17,664	303	197,227	1,196	524,232	1,557	739,123
Other Causes	•••	•••	19	13,547	690	579,050	1,605	1,418,493	2,314	2,011,090
Missing Vessels	•••	•••	25	<b>24,</b> 860	-	_	-	_	25	24,860
TOTAL	•••		341	152,996	1,352	1,049,903	3,728	2,576,803	5,421	3,779,702

Lives Lost by Sea Casualties to Vessels of all Kinds belonging to the United Kingdom.

Table 50. Seamen and Passengers Lost Grand Fotals:—Statement showing the Number of Lives Lost in Vessels of all Kinds belonging to the United Kingdom (except Vessels of the Royal Navy) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(Totals of Tables 12, 40, 44, and 46.)

		Sailin	g Ves	sels.			Steam	Vesse	ls.			. Т	otal.		
Nature of the Casualties.	whi	ssels in oh Lives re Lost.	Li	ives L	ost.	wh	essels in ich Lives ere Lost.	Li	ives L	ost.	wh	essels in tioh Lives ere Lost.	Li	ves L	ost.
	No.	Ton-	Crew	Pas- sen- gers.	Total	No.	Tonnage.	Crew	Pas- sen- gers.	Total	No.	Tonnage.	Crew	Pas- sen- gers	Total.
				(a.	.) Li	ves	Lost in	Ves	ssels	Tot	tally	Lost.			
Founderings	16	1,875	57	<b>5</b>	62	4	1.241	46	7	53	20	3,116	103	12	115
Strandings	12	9,317	73	1	74	12	10,411	107	19	126	24	19,728	180	20	200
Collisions	10	1,867	36	<del>-</del>	36	10	6,061	78	4	82.	20	7,928	114	4	118
Other Causes	2	599	4	-	4	_	-	-	_	-	2	599	4	_	4
Missing Vessels	20	19,226	311		311	5	5,634	103	-	103	25	24,860	414	-	414
TOTAL	60	32,884	481	6	187	31	23,347	334	30	364	91	56,231	815	36	851
	·	<u> </u>	l	(b.)	Liv	es 1	Lost in	Vess	els	Par	tiall	y Lost.	<u>!</u>		
Strandings	4	2,693	5	_	5	_	_	  -	_	_	4	2,693	5	_	5
Collisions	5	106	10		10	4	5,326	3	12	15	9	5,432	13	12	25
-Other Causes	61	57,572	78	6	84	39	58,149	46	_	46	100	115,721	124	6	130
TOTAL	70	60,371	93	6	99	43	63,475	49	12	61	113	123,846	142	18	160
							(C.)	Tot	al.	<u>                                     </u>	L	l	<u> </u>	<u> </u>	<u> </u>
Founderings	16	1,875	57	5	62	4	1,241	46	7	53	20	3,116	103	12	115
Strandings	16	12,010	78	1	79	12		107		126	28	22,421	185	20	205
Collisions	15	1,973	46	_	46	14	11,387	81	16	97	29	13,360	127	16	143
Other Causes	i	58,171	82	6	88	39	58,149	46	_		102	116,320	128	6	134
Missing Vessels	1	19,226			311	5	5,634		_	103	25	24,860	414	-	414
Тотаі	130	93,255	57 <b>4</b>	12	<b>586</b>	74	86,822	383	42	425	204	180,077	957	54	1,011

Sea Casualties to Vessels of all Kinds belonging to British Possessions Abroad.

Table 51. Grand Totals:—Statement showing the Number and Tonnage of All Vessels (Registered and Unregistered, Merchant and Fishing Vessels and Yachts) belonging to British Possessions Abroad, to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 19, 41, 48, and Note to Table 43.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Tot	cal Losses.	Seriou	s Casualties.	Mino	r Casualties.		Fotal.
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
				(a.) Sailin	g Ves	sels.		
Founderings	35	4,177		-	_	-	35	4,17
Strandings	. 128	11,394	45	6,528	56	11,077	229	28,99
Collisions	. 8	1,147	23	6,619	21	7,731	52	15,49
Other Causes	. 4	2,904	<b>7</b> 0	30,573	104	35,622	178	69,09
Missing Vessels	. 8	1,468	_	-	-	_	8	1, <del>4</del> 6
TOTAL	. 183	21,090	138	43,720	181	54,430	502	119,24
	-		(	(b.) Steam	vess	els.		
Founderings	. 2	114	_	_	_		2	11
Strandings	. 16	5,885	12	4,558	38	19,455	66	<b>29,</b> 89
Collisions	.   -	_	4	2,570	23	13,416	27	15,98
Other Causes	. 1	51	8	5,513	24	20,938	33	<b>26,5</b> 0
Missing Vessels	. 3	2,807	-	-	-	_	3	2,80
TOTAL	. 22	8,857	24	12,641	85	53,809	131	75,30
				(c.) T	otal.			
Founderings	. 37	4,291	_	_	_	_	37	4,29
Strandings	. 144	17,279	57	11,086	94	30,532	295	58,89
Collisions	8	1,147	27	9,189	44	21,147	79	31,48
Other Causes	5	2,955	78	36,086	128	56,560	211	95,60
Missing Vessels	11	4,275	_	_	_	_	11	4,27
Total	205	29,947	162	56,361	266	108,239	633	194,54

## Lives Lost by Sea Casualties to Vessels of all Kinds belonging to British Possessions Abroad.

TABLE 52. Seamen and Passengers Lost.—Grand Totals:—Statement showing the Number of Lives Lost in Vessels of all Kinds belonging to British Possessions Abroad by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(Totals of Tables 29, 42, 48A, and Note to Table 43.)

		Sailing	Vesse	ls.			Steam	Vessel	ls.			To	tal.		
Nature of the Casualties.	wh	essels in ich Lives ere Lost.	Li	ves L	ost.	wh	essels in ich Lives ere Lost.	Li	ves L	oet.	whi	essels in ich Lives ere Lost.	Li	ves L	ost.
	No.	Tonnage.	Crew	Pas- sen- gers.	Total	No.	Tonnage.	Crew	Pas- sen- gers.	Total	No.	Tonnage.	Crew	Pas- sen- gers.	Total
				(a.)	Live	s L	ost in V	esse	els T	[ota]	lly I	Lost.			
Founderings	7	156	19	1	20			_	_		7	156	19	1	20
Strandings	10	2,330	40	—	40	3	2,474	39	11	<b>5</b> 0	13	4,804	79	11	90
Collisions	4	954	12	<b> </b> —	12	_	-	_	_	_	4	954	12	_	12
Other Causes	1	100	1	-	1	-	_	_	_	_	1	100	1	-	1
Missing Vessels	8	1,468	54	_	54	3	2,807	59	1	60	11	4,275	113	1	114
TOTAL	30	5,008	126	1	127	6	5,281	98	12	110	36	10,289	224	13	237
			(1	b.) I	ives	s Lo	st in V	esse]	ls P	artie	ally	Lost.	<u> </u>	Į	L
•															
Strandings	1	33	2	_	2	_		-	-	-	1	33	2	-	2
Collisions	-		_	-	_	_		_	_	-	_		-	-	-
Other Causes	15	8,221	27	_	27	1	209	3		3	16	8,430	30	_	30
TOTAL	16	8,254	29	-	29	1	209	3	_	3	17	8,463	32	_	32
		<u> </u>	l	l <sub></sub>			(0.)	l' l'ota	1.	l	<u> </u>	<u> </u>	<u>.                                    </u>	L	<u> </u>
Founderings	7	156	19	1	20						7	156	19	1	20
Strandings	11	2,363	42	_	42	3	2,474	39	11	50	14	4,837	81	11	92
Collisions	4	954	12	_	12			_		_	4	954	12		12
Other Causes	16	8,321	28	_	28	1	209	3	_	3	17	8,530	31	_	31
Missing Vessels	8	1,468	54	_	54	3	2,807	59	1	60	11	4,275	113	1	114
TOTAL	46	13,262	155	1	156	7	5,490	101	12	113	53	18,752	256	13	269

## Sea Casualties to British Vessels of all Kinds.

TABLE 53. Grand Totals.—British. Vessels of all Kinds.—Localities:—Statement showing the Number of all Vessels belonging to the United Kingdom and British Possessions Abroad to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the Localities where the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

(A vessel to which more than	one	Cas	ual	ty o	courre	ed in	ı th	e pe	riod is	en	tered	l for	each	casu	alty	.)		
	Founder-	7,001	Sta	andi	ngs.		Co	llisio	ons.		Oth	er Ca	1968.			,	Cotal.	-
Localities.	Total Losses.	. 1	Serions	Minor	Total.	Total Losses.	Serious	Minor Minor	Total.	Total Losses.	Serious	Minor Casualties.	Total.	Missing Vessels		Serious Casualties.	Minor Casualties.	Total.
Fern Islands to Flamborough Head Flamborough Head to North Foreland. North Foreland to St. Catherine's Point 3t. Catherine's Point to Start Point Start Point to Land's End Land's End to Hartland Point (including Scilly	8 5 1	7 31 6 - 5 5	1 24 9 7 1 2	57	14 102 50 29 17 13	10 6 1 1	52 13 2 4	17 237 39 13 34 22	22 290 58 16 39 22	1 2 1 1	8 51 13 5 9	11 99 35 13 26 34	19 151 48 20 36 44		8 40 17 3 8 6	35	34 393 109 -8 71 62	560 161 65 93
Isles).  Hartland Point to St. David's Head  St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea).  Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.  Cape Wrath to Buchanness	3 5 8 5	11 7 23 8	20 5 22 2	29 24 111 14	60 36 156 21	7 1 4	11 7	83 16 40 22	101 17 55 29	 1 1	12 11 33	49 45 89 11	61 56 123 26	=  -  -	21 13 36 14	43 16 66 23	161 85 210 47	
Buchanness to Fern Islands All other parts of the Coast At Sea	39	11 - 111	14	12 40 - 367	65 - 587	31	111	16 36 - 575	17 42 - 717	1 1 - 8	26 - 193	15 83  480	26 21 59 	- 8 8	10 13 8 197	416 -	1.402	81 163 8
On or near the Coasts of British Possessions Abroad On or near the Coasts of Foreign Countries In Oceans and Seas	20 3 19 42	115 26 2	33 21 2 58	48 31 - 79	196 80 4	5 9	13 9 4 25	17 18 28	33 27 37 97	2 3 6	19 5 152 178	26 296 330	46 17 454 517	- 20 20	141 32 53 225	84 37 158 259	90 58 324 472	-
GRAND TOTAL	81	254	167	146	867		138	638	-814		372	790	1,181	28	422	675	1,874	
		(b.	9	tes	m T	7es	se!	ls.										
Fern Islands to Flamborough Head Flamborough Head to North Foreland North Foreland to St. Catherine's Point St. Catherine's Point to Start Point Start Point to Land's End Land's End to Hartland Point (including Scilly Isles).	-   -   -   -	3 1 - 2 1 1	26 13 1 1 -	22 69 12 11 7 2	51 83 13 14 8	44911	54 6 6 6	82 180 83 6 14 5	238 41 12 14 10	1	22 11 2 11 6	16 56 :4 17 9 10	26 78 35 19 20 16		8 6 2 3 1 1	40 89 18 9 11 11	70 305 69 34 30 17	118 400 89 45 42 29
Hartland Point to St. David's Head St. David's Head and Carmore Point to Lambay Island and Skerries (Anglesea). Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire. Cape Wrath to Buchanness.	1 8 -	1 2 2	11 28 8	27 11 55 4	39 11 85 14 35	2 2 1	18 3 14	78 10 50 2	98 15 65	1	15 13 27	46 13 64 9	92 15	=  -  -	7.3	44 16 69	151 33 169	199 51 245
Buchanness to Fern Islands All other parts of the Coast At Sea	- -	1 -	16	18 34 —	52	- -	11 5 -	17 -	39 22 -	<u> </u>	18 11 —	17 33 —	30	E	5 2 —	40 33 —	59 84 —	104 119 —
Total on or near the Coasts of the United Kingdom On or near the Coasts of British Possessions Abroad	- <del>6</del>	<u> </u>	121 31	272 69	408 128	19.	127	451 38	597 47	3	145	313 26	36	-	43 32	393	1,036	214
On or near the Coasts of Foreign Countries	4	28 29 — 57	180	238 - 307	366  494	2 5 7	39 31 89	38 78 70	109 108	1	15 228 253	559 633	788 887	8	33 - 18 - 83	143 259 451	364 629 1,126	540 946 1,660
. Grand Total	15	72	351	579	902	26	196	637	859	5	397	946	1,348		126	844	2,162	3,132
		_	((	B.)	Tota	al.	<u>                                     </u>	<u>.                                    </u>	! <u></u>		!				<u> </u>	!		!
Fern Islands to Flamborough Head Flamborough Head to North Foreland North Foreland to St. Catherine's Point St. Catherine's Point to Start Point Start Point to Land's End Land's End to Hartland Point (including Scilly Isles).	-9 5 -1	10 22 6 2 6 6	27 37 10 8 1	28 126 47 33 18 8	65 185 63 43 25 16	5 14 8 1 1	9 106 19 8 4 5	49 417 72 19 48 27	63 537 19 28 53 32	1 1 2 1 1	17 73 24 7 20 15	27 155 59 30 35 44	45 329 83 39 56 60		16 46 19 5 9 7	53 216 53 23 25 22	104 698 178 82 101 79	173 960 250 110 135 108
Hartland Point to St. David's Head St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea). Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	4 5 11	12 7 25	31 5 50	56 35 166	99 47 241	9 3 5	29 3 25	161 26 90	199 32 120	-	27 24 60	95 57 153	122 81 215	†	.25 15 .43	· 87 32 185	312 118 409	424 165 587
Head and Mull of Cantire. Cape Wrath to Buchanness	523	10 8 12 —	10 18 31	18 30 74 —	38 18 117	4	7 12 11 —	24 40 53	31 56 64 —	2 1 -	19 18 37 —	20 32 66 —	41 51 103	8	17 15 15 8	36 48 79 —	62 102 193	115 105 287 8
Total on or near the Coasts of the United Kingdom				639	945	50	238	1026	1.314	·	341	773	1,125	8	240	809	2,438	3,487
On or near the Coasts of British Possessions Abroad On or near the Coasts of Foreign Countries	23 23	143 55 2	64 122 2	117 269 —	324 446 4	4 3 10	21 38 35	55 96 98	90 136 143		28 20 850	. 57 855	82 80 1,242	- 28	173 <b>6</b> 5 70	113 150 417	228 422 953	509 667 1,440
Total Abroad			188 418	386 1025	774 1,769	16		249 1275	359 1,673	'	428 769	963 1,736	1,404 2,529		308 548	710	1,598	2,616 6,103
GRAND TOTAL		520	**0	2020	-,100	00			-,01,,	1		-,,50	-,0-0			-,010	2,000	<del></del>

Note.—Sea Casualties to vessels of the Royal Navy are included in this Table and in Tables 57, 59, 60, and 61, but in no other Table in the Return.

Lives Lost by Sea Casualties to British Vessels of all Kinds.

Lives Lost by Sea Casualties to British Vessels of all Amds.

BLE 54. Seamen and Passengers Lost by Sea Casualties to British Vessels of all Kinds.—Grand Totals:—Statement showing the Number of Lives Lost in Vessels of all Kinds, belonging to the United Kingdom and British Possessions Abroad by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and showing also the Nature of the Casualties and the Localities where the Loss of Life occurred.

#### (a.) Lives Lost in Sailing Vessels.

1 49 1 3 25 1 1 421 —	1 6 1 1 1 1 1 2 1 1 5 1 1 5 1 1 1 1 1 1 1 1
20	1 6 4 4 111 1 1 1 1 2 1 1 5 1 5 1 5 1 5 1 5 1 5
88	1 6 4 4 111 1 1 1 1 2 1 1 5 1 5 1 5 1 5 1 5 1 5
1	- 6
3	11 1 2 15
3 45 — 12 4 2 55 — 2 14 — 3 6 — 2 235 11 4 9 1 3 495 2 7 730 13	11 1 2 15
2 2 - 7 14 1 - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	- 11 1 1 - 1 - 2 18 1
235 11 49 1 3 25 1 421 — 3 495 2 7 730 13	1 1 2 15
3 25 1 421 — 3 495 2 7 730 18	1 2 15 15 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
421 — 3 495 2 7 730 13  1 9 — 1 19 — 1 19 — 2 1 — 3 21 — 3 12 — 3 18 1	2 18
7 730 18 1 9	18 1
1 19 - 1 19 - 2 3 21 - 3 12 - 1 18 1	
21 = = = = = = = = = = = = = = = = = = =	-
21 = = = = = = = = = = = = = = = = = = =	-
21 — 3 12 — 18 —	-
	- i
1 1	
12 =	=
5 94 12	12
54 14	<u> </u>
97 20 3 240 8	20
3 ·1 42	42
495 .54	.54
<u>:</u>	
8 60	_1
11   -	=
63 1	-1
	15
28 -	=
329 23	23
	- 1
	44
	3 60 7 11 3 11 5 32 6 21 6 8 21 6 8 2 6 8 2 8 28 2 8 28 2 8 28 2 8 28 2 8 28 2 8 28 2 8 29 2 8 329 2 103 2

## Sea Casualties to Foreign Vessels.

TABLE 55. Totals:—Statement showing the Number and Tonnage of Foreign Vessels of all Kinds to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties on or near the Coasts of British Possessions Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

	Mad	ure of	the C	la ema 1	elan.				Total	Losses.	Serious C	asualties.	Minor C	asualties.	To	tal.
	7186	me or	MIO C	APP CHET	1.30%				Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
											(2.	.) Sailir	g Voss	els.		
Founderings Strandings Oollisions Other Causes	••	 	:: :: :: To	   TAL	••		::		9 52 8 	306 23,119 2,309 —		14,595 16,827 18,358 49,780	56 62 56	20,409 30,285 20,636 71,330	9 138 107 90	306 57,123 49,331 38,994
		-									( <b>b</b>	.) Stear	n Vesse	ls.	<u> </u>	!
Founderings Collisions Other Causes	::	::	••	••	::	••	::	::	1 8 4	10,640 2,250	81 41 14	19,830 38,152 10,128	47 71 38	29,715 65,031 24,457	1 86 116 52	43 60,175 100,433 34,585
			To	TAL	••	••	••	••	13	12,933	86	63,100	158	119,208	256	195 <b>,286</b>
												(c.) <b>T</b>	otal.			
Founderings Strandings Collisions Other Causes	::	::	::	::	••	::			10 60 12	349 32,759 4,459	- 61 78 48	34,415 49,979 28,486	103 133 94	50,124 96,316 45,093	10 224 223 142	349 117,298 149,754 73,579
			To	TAL	••	••			82	37,567	187	112,880	330	190,533	599	340,980

## Lives Lost by Sea Casualties to Foreign Vessels.

Table 56. Seamen and Passengers Lost:—Statement showing the Number of Lives Lost by Sea Casualties which occurred to Foreign Vessels of all Kinds on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred to such Vessels on or near the Coasts of British Possessions Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

		•															
		ı		Sailt	ng Von	rols.			Ster	m Vee	ela.				Total		
Hature of the Cas	ualtie			is in which were Lost.	1	Lives Lost.			ls in which were Lost.	1	Lives Lost	•		els in which were Lost.		Lives Los	t.
			No.	Tonnage.	Crew.	Pas- sengers.	Total.	No.	Tonnage.	Crew.	Pas- sengers.	Total.	No.	Tonnage.	Crew.	Pas- sengers	Total
						(8	.) <b>L</b> i	ves	Lost in	Vos	sels T	otall	y L	ost.	·		<del></del>
Founderings Strandings Collisions Other Causes	••	::	9 3	5,783 1,096	3 49 7	6 4	9 53 7	1 1 -	1,511 69	- 1 7	=	1 7	10 4 —	7,294 1,165	3 50 14	6 4	9 54 14
TOTAL			14	6,890	59	10	89	3	1,580	8	-	8	16	8,470	67	10	$\pi$
						(b.	) Liv	06 I	ost in	Vess	ols Pa	rtial	ly L	ost.	·		
Strandings Collisions Other Causes	::	::	1 1 4	140 567 2,872	1 1 10	=	1 1 10	= 2	832	=	=	=	1 1 6	140 567 3,704	1 1 16	Ξ	1 1 16
TOTAL	••	••	в	3,579	12	-	12	2	832	6	_	. 6	8	4,411	18	_	18
									(c.	) Tot	al.			·····			-
Founderings Strandings Collisions Other Causes	 	::	2 10 4 4	11 5,928 1,663 2,872	50 8 10	6 4 -	9 54 8 10	- 1 1 2	1,511 69 832	   7   6	=	1 7 6	2 11 5 6	11 7,434 1,732 3,704	3 51 15 16	6 4 -	9 55 15 16
TOTAL			20	10,489	71	10	81	4	2,412	14	_	14	24	12,881	85	10	95

## Sea Casualties to British and Foreign Vessels.

Table 57. Grand Totals.—Vessels of all kinds—British and Foreign:—Statement showing the Number of all British and Foreign Vessels to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, together with the Number of British Vessels reported during the same period as having met with Sea Casualties Abroad, and the Number of Foreign Vessels reported as having met with Sea Casualties on or near the Coasts of British Possessions Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and the LOCALITIES where the Casualties occurred.

## (a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

	Founder-	6	Stra	ndin	gs.		Col	lısion	16.		Othe	or Cau	508.			· T	otal.	
Localities	Total Losses.	Total Losses.	Serious Casualties,	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Missing Vessels.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Fern Islands to Flamborough Head	1 8 5 1	8 26 8 -7 9	3 33 11 9 3 2	69 46 27 11 7	17 128 65 36 21 18	2 10 2 2 2	6 62 18 4 5	18 260 47 16 36 25	26 332 72 22 43 27	- 1 2 1 1	9 55 20 6 9	12 106 39 13 27 37	21 164 59 21 37 49	=======================================	11 45 20 4 11	18 150 49 19 17 14	36 437 132 56 74 69	- 65 632 201 79 172 94
Isles). Hartland Point to St. David's Head St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesca).	3	15 8	23 6	32 25	70 39	7	16 2	90 17	113 20	=	23 12	61 46	84 58	=	25 14	62 20	183 88	370 122
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire. Cane Wrath to Buchanness	5	35 10	23	117 16 21	165 28	4 - 2	13 7	22 21	61 29 27	1 1	34 15	93 11 30	138 27 37	_	38 16	70 24 13	254 49 72	362 89 98
Buchanness to Fern Islands	3	122	14 -	41	28 32 67	=	6 _	38	-44	1 - -	26 —	38	64	8	13 15 8		117	178 8
Total on or near the Coasts of the United Kingdom On or near the Coasts of British Possessions Abroad On or near the Coasts of Foreign Countries		136 142 26	132 40 23	418 53 31	686 235 80	38 5	144 16 9	634 20 18	816 41 27 37	8 2 3	23 5	515 26 9	749 51 17	8	231 176 32 52	7th 37	1,567 99 58	2,300 354 197
In Oceans and Seas	مَدا	170	85	84	319	5 10	29	28 66	105	11	152 180	296 331	454 522	20 20	52 360	158 274	324 481	1,015
GRAND TOTAL	90	306	197	502	1,005	48	173	700	921	19	406	846	1,271	28	491	776	2,048	3,315
		(b.	) <b>S</b>	toa	m T	705	sel	s.								<del>, -</del> -		•
Fern Islands to Flamborough Head	1 1 -	6 1 3 1	33 19 1 1 -	27 80 15 12 9 3	66 100 17 16 1)	52	7 74 13 7 1 5	36 206 40 9 16 6	285 55 16 17	1	11 24 14 2 12 6	16 63 28 19 11 12	28 87 42 91 23 18		11 7 8 4 1	51 117 23 10 13 11	79 349 83 40 36 20	141 478 114 54 50 38
Isles).  Hartland Point to St. David's Head		1 - 2	13 1 31	82 12 62	46 13 95	2 3 2	23 4 15	90 12 58	115 19 75	=	19 13 28	55 13 68	74 26 97	E	4 3 8	55 18 74	177 37 188	236 58 270
Head and Mull of Cantire. Cape Wrath to Buchanness	=	2 1 1 -	8 23 18	5 22 34	15 46 53	-4 	13 6 -	3 27 18	2 44 21	1 = =	5 13 11 —	12 19 34	18 32 45	=======================================	5 5 2 -	13 49 33	19 68 86	35 122 123
Total on or near the Coasts of the United Kingdom		20	148	312	480	22	168	520	710	3	158 10	350 27	511 38	ļΞ	52 36	474	1,182	1,708
On or near the Coasts of British Possessions Abroad On or near the Coasts of Foreign Countries	2	31 29 —	35 99 —	76 233 —	366	1 2 5	20 31	40 78 70	109 106	$\frac{1}{1}$	15 328	48 559	788 788	8	33 18	143 259	364 629	540 906
Total Abroad	16	60 80	134 282	314 626	508 988	30	83 237	188 708	265 975	5	253 411	634 984	1,400	8	87 139	456 930	1,136 2,318	1,679 3,387
	_'	•	<u></u>	(c.)	Tot	al	•		!	<u>.                                    </u>	٠	<u>'                                    </u>	<u> </u>		J	<u> </u>	<u>'</u>	<del>'</del> -
Fern Islands to Flamborough Head Flamborough Head to North Foreland. North Foreland to St. Catherine's Point St. Catherine's Point to Start Point Start Point to Land's End Land's End to Hartland Point (including Scilly	5	14 27 9 3 8 10	36 52 12 10 3 2	33 149 61 39 20	83 228 82 52 51 21	6 15 9 2 2	136 136 31 11 6 6	54 466 87 25 52 31	73 617 127 38 60 38	1 1 2 1 1	20 79 34 8 21 17	28 171 67 32 38 49	49 251 101 42 60 67		23 52 23 8 12 12	69 287 77 29 30 25	115 786 215 96 110 89	206 1,105 315 133 •152 126
Isles).  Hartland Point to St. David's Head  St. David's Head and Carnsore Point to Lumbay Island and Skerries (Angleses).  Librat A. Rele	1	16 8	36 7	84 37	116 52	9 4	39 6	180 29	228 39	=	42 25	116 59	158 84	=	29 17	117 38	360 125	506 180
Skerries (Anglesea) and Lumbay Island to Fair Head and Mull of Cuntire.  Gape Wrath to Buchanness.  Buchanness to Fer's Islands All other parts of the Coast.  At Sea	11 5 2 4	13 9 13 —	10 26 32	179 21 43 75	260 43 78 120	6	28 7 17 13	102 24 48 56	136 31 71 68	2 1 -	82 20 19 37	161 23 49 72	225 45 69 109	_ _ _ _ 8	19 18 17 8	37 62 81	68 140 203	124 220 301 8
Total on or near the Coasts of the United Kingdom	48	156	280	730	1,166	60	312	1,154	1,526	11	384	865	1,260	8	283	978	2,749	4,008
On or near the Coasts of British Possessions Abroad On or near the Coasts of Foreign Countries In Oceans and Seas	30 5 23	173 55 3	75 123 2	129 269	377 446 4	10 10	25 38 35	96 96 98	91 136 143	3 3 7	33 20 380	53 57 835	89 80 1,242		212 65 70	183 180 417	242 422 953	587 687 1,440
Total Abroad	58 106	230 386	199 479	398 1,128	827 1,993	18 78	98 410	254 1,408	370 1,898	13 24	433 817	965 1,830	1,411 2,671	28 36	347 630	730 L,706	1,617 4,366	2,634 6,703
G. Garalties to weesels of the Powel Name of	<u> </u>						- T	لــــا	لـــــا			Don't fo			ldot			

Note. -Sea Casualties to vessels of the Royal Navy are included in this Table and in Tables 53, 59, 60, and 61, but in no other Table in the Return.

## Lives Lost by Sea Casualties to British and Foreign Vessels.

TABLE 58. Seamen and Passengers Lost by Sea Casualties.—Grand Totals:—Statement showing the Total Number of Lives Lost in British and Foreign Vessels by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred to British Vessels Abroad or to Foreign Vessels on or near the Coasts of British Possessions Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and showing also the Nature of the Casualties and the Localities where the Loss of Life occurred.

#### (a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

(II Vessel which hos with melo	1		lerin			tran					sions	_	<u> </u>		Caus					_		Tot		
•	nich Off.	Liv	es L	ost.	g ç	Liv	es L	ost.	ost.	Liv	es L	ost.	which e L' st.	Liv	es L	ost.	nich ost.	Liv	es La	ost.	nich Ost.	Live	es Lo	et.
Localities	in w were I		gers.		ls in w were I		gera 8		lanaw were I		rers.		We.	_	£		le in w were I		rers.		ls in w were I		gers.	
	Vessels in which Lives were Lost	Crew.	Passengers.	Total.	Versell Live	Crew.	Passengera	Total.	Vesseli Lives	Crew.	Раявепретв.	Total.	Liver	Crew.	Раввер	Total.	Vessell Liver	Crew.	Равчепретв.	Total.	Vенве! Г,1 тоя	Crew.	Passcngers.	Total.
Fern Islands to Flamborough Head Flamborough Head to North Foreland North Foreland to St. Catherine's Point St. Catherine's Point to Start Point Start Point to Land's End Land's End to Hartland Point (including Soilly Isles).	2 2 1	- 7 3 - 1	- 1 - -	- 7 4 - 1	- 4 - 1 - 2	13 2 18	=======================================	13 -2 -18	3 4 2 2 1	3 12 3 12 —		12 3 12 1	565122	7 14 2 · 2 2 5	1 5	8 14 7 2 5		11111	1111	111111	8 16 7 4 3 5	10 46 8 16 3	1 6 - -	11 46 14 16 3 24
Hartland Point to St. David's Head St. David's Head and Carnsore Point to Lambay Island and Skerrits (Anglesea). Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire. Cape Wrath to Buchanness Buchanness to Fern Islands All other parts of the Coast	1 3 5 1	1 5 23 6	4	1 9 23 6	5 2 2 1 1 3	28 36 1 1 4	4	28 36 5 1 1 4	2 1 1 1	3 11 1 6 1 —		11 1 6 1	1 3 3 1 3	1 5 5 1 4	14 1 141	1 ō 5 1	- - - - 8				8 4 9 10 3 7 8	32 48 12 36 3 14 36	8	32 48 20 35 3 14 36
Total on or near the Coasts of the \ United Kingdom	15	46	5	51	21	104		108	18	53	_	53	30	48	-   - 6	51	8	36	_	36	92	287	15	302
On or near the Coasts of British Possessions Abroad. On or near the Coasts of Foreign Countries In Oceans and Seas	8 1 1 10	19 3 11 33	7 = 7	26 3 11 40	11 4 1 16	27 21 18 66	1 - 1	27 22 18 67	2 - 3 - 5	3 - 10 13	=	3 10 13	7 1 46	19 1 53 73	- - - -	19 53 73	- 20 20	339 3:9	1 11 1	- 329 329	28 6 71 106	68 25 421 514	7 1 - 8	75 26 421 522
GRAND TOTAL	25	79	12	91		170	5	175	23	66	=	66	<u>.                                    </u>	121	6	127	26	365	_	365	197	801	23	834
Fern Islands to Flamborough Head	<u> </u>	(D.	) <u>*</u>	170	1	LOI 9		9	Ste	am	V	051	sola I	<u>.                                    </u>	<u> </u>		Ī_	l		i	1,1	9		
Flamborough Head to North Foreland North Foreland to St. Catherine's Point St. Catherine's Point to Start Point Start Point to Land's End Land's End to Hartland Point (including Scilly Isles).	11111	= = =	1111	11111	1 - 1 -	1 =		1 -	1 - 1	19 1 - 1<		19	1 - 1	3   3	1111	8   8		=======================================	11111		1 2 2	19 4 1 - 21		19 4 1 - 21
Hartland Point to St. David's Head St. David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea). Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire. Cape Wrath to Buchanness	1 - -	<u>4</u> -		<u>4</u> 	1 - -	- - -	-	7 - -	1 3	18 9 —	1 11	19 20	- - -			4	= - -	_	1 1 1	1 1	4 1 3	15 18	1 11 —	15 19 20
Buchanness to Fern Islands	- 1	12	=	12	Ξ	=	=	=	111	=	=	=	Ξ			111	=	=	=	=	<u>1</u>		=	12
Total on or near the Coasts of the United Kingdom }	2	16	Ξ	16	3	17	Ξ	17	10	65	12	77	4	17		10	Ξ	Ξ	_	Ξ	19	108	13	120
On or near the Coasts of British Possessions Abroad. On or near the Coasts of Foreign Countries In Occans and Seas	1 -	1  29	- - 7	1 36	7 7	49 82 —	18 17	62 99 —	1 . 1 . 8	 12 11	3	1 15 11	2 2 34	4 3 38	-  -  -	4 3 38	- - 8	162	- - 1	163	11 10 <b>46</b>	54 97 240	14 20 8	68 117 248
Total Abroad GRAND TOTAL	2	30 46	7	37 53	14	131 148	30 30	161 178	5 15	23	18	27 104	38 42	.45 55	Ξ	45 55	8	162	1	163 163	67 86	391 499	42 54	433
URAND IOIAL	4	10	' '	33	111	<u></u>	<u> </u>	Fot		00	10	104	] **	00	: _ ;	00	l °	102		103	1 00		64	
Fern islands to Flamborough Head Flamborough Head to North Foreland North Foreland to St. Catherine's Point St. Catherine's Point to Start Point Start Point to Land's End Land's End to Hartland Point (including Scilly Isles). Hartland Point to St. David's Head	22   1	7 8 1	<u>-</u> 1 -	7 4 -1	1 4 2 2	13 18 18		9 13 3 18	20 20 20 1 20 C	3 31 4 12 	= = = = = = = = = = = = = = = = = = = =	31 4 12 	564123	7 14 5 2 2 8	1 5 	8 14 10 2 2 8	=======================================	=	11111	111111	9 20 9 5 3 7	19 65 12 17 3 45	1 6 -	20 65 18 17 3 45
St David's Head and Carnsore Point to Lambay Island and Skerries (Anglesea). Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire. Cape Wrath to Buchanness	1 3 5 -2	1 5 23 18	4	9 23 18	2 2 1 1 3	35 36 1 1 1 4	4	35 36 5 1 1 4	2 4 1 1 -	29 10 6 1	1 11 =	3 30 21 6 1	3 3 1 3	5 5 1 4		5 5 5 1 4	11 1 111		111 111	11 1 1118	12 5 12 10 8	47 66 21 35 36	1 19 —	47 67 40 35 36 36
Total on or near the Coasts of the United Kingdom	17	62	5	87	24	121	-4	125	28	118	12	130	34	58	- 6	64	8	36	_	<b>36</b>	8 111	395	27	422
On or near the Coasts of British Possessions Abroad. On or near the Coasts of Foreign Countries In Oceans and Seas	9 1 2 13	20 3 40 63	7 -7 14	37 3 47 77	18 11 1 30	76 103 18 197	13 18 	89 121 18 228	3 1 6 10	3 12 21 36	1 3 - 4	4	9 3 80	23 4 91 118		23 91 118	<b>!</b> -	491 491		- 492 492	16 117 172	122 122 661 905	21 21 8 50	143 143 669 955
GRAND TOTAL	29	125	19	144	54	318	35	353	38	154	18	170	126	176	6	182	36	527	1	528	283	1,300	77	1,377

Note.—Lives lost by Sea Casualties to vessels of the Royal Navy are included in this Table and in Table 54, but in no other Table in the Return.

Collisions at Sea between Vessels of all Kinds at Home and Abroad.

TABLE 59. Collisions at Sea.—Nationality of Vessels (British or Foreign), and whether Sailing or Steam:—Statement showing the Number of Collisions which occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred to British Vessels Abroad, or to Foreign Vessels on or near the Coasts of British Possessions Abroad, showing the Number of Collisions between British Vessels, the Number between British Vessels and Foreign Vessels, and the Number between Foreign Vessels, and distinguishing Collisions resulting in the Total Loss of one or both Vessels from those resulting in Partial Loss of both Vessels, and further distinguishing the Collisions on or near the Coasts of the United Kingdom from those which occurred elsewhere.

		Collisions 1	between Bri	tish Vessels.	Collisions b	etween Brit	ish and Fore	oign Vessels.	Total		
Ros	sult of Collision.	Between Sailing Vessels.	Between Steamers.	Between a Sailing Vessel and a Steamer.	Between a British Sailing Vessel and a Foreign Sailing Vessel.	Between a British Steamer and a Foreign Sailing Vessel.	Between a British Sailing Vessel and a Foreign Steamer.	Between a British Steamer and a Foreign Steamer.	Number of Collisions in which British Vessels were involved.	No. of Collisions between Foreign Vessels.	Total of all Collisions.
18	Total loss Partial damage	3 211	13 135	20 175	3 31	7 41	6 28	5 44	56 665	1 22	57 <b>687</b>
Hom	Total	214	148	195	33	48	34	49	721	23	744
Abroad	(Total loss Partial damage		3 43	<b>6</b> 29	1 34	68	2 8	4 58	17 246	_1	18 246
ΨP	Total	13	51	35	25	69	10	80	263	1	264
Crund Total	(Total loss Partial damage		16 183	26 304	3 55	8 109	8 36	9 100	73 91)	2 23	75 <b>933</b>
ijĔ	(Total	227	· 199	330	58	117	. 44	109	984	24	1,008

Note.—As collisions sometimes occur in which both the vessels are totally lost, the number of collisions resulting in total loss as shown in this Table will not be found to correspond with the actual number of vessels totally lost by collision.

#### Collisions at Sea.

TABLE 60. Time of Collisions, i.e., Day or Night:—Statement showing the Number of Collisions which occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred to British Vessels Abroad, or to Foreign Vessels on or near the Coasts of British Possessions Abroad, distinguishing Collisions by Day from Collisions by Night, and further distinguishing Collisions happening with both Vessels under Weigh from those happening with one Vessel under Weigh and the other at Anchor, and Collisions arising between Vessels at Anchor, &c.

					etween Two Vessels.		etween Two y Vessels.		between a St l a Sailing V		Collisions	
Time and Result	of C	ollisio	o <b>n.</b>	Both under Weigh.	One under Weigh and One at Anchor.	Both under Weigh.	One under Weigh and One at Anchor.	Both under Weigh,	Steam Vessel under Weigh and Sailing Vessel at Anchor.	Sailing Vessel under Weigh and Steam Vessel at Anchor.	between Vessels at Anchor or Moorings.	Total
Day { Total loss		::	::	9	47	1 79	1 46	11 97	1 25	18	2 43	25 484
Total	••	••		118	47	80	47	108	26	18	45	489
Night { Total loss Partial dan	nage	::		13 86	2 36	4 59	1 42	29 118	5 <del>1</del>	10	<u></u>	50 4 <b>6</b> 9
Total	••	••		99	38	63	43	147	58	10	61	519
						T	OTAL		•			
lotal loss Partial damage	::	::	::	22 195	2 83	5 138	2 88	40 215	2 82	28	·104	75 <b>933</b>
Total				217	85	143	90	255	84	28	108	1,008

Note.—In 3 cases of collision between vessels under weigh resulting in total loss, and in 69 cases resulting in partial damage, one or both of the vessels were fishing vessels with trawls or nets down. Of these 72 collisions, 30 occurred in daylight and 42 at night.

#### Collisions at Sea.

TABLE 61. Collisions.—Causes as far as reported:—Statement showing the Number of Collisions which occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred to British Vessels Abroad, or to Foreign Vessels on or near the Coasts of British Possessions Abroad, showing also, when known, the Causes to which the Collisions were attributed.

Result of Collision.	Parting Cables, Dragging Anchors, Breaking Sheer, and Fouling.	Missing Stays.	Anchoring in a Foul Berth.	Want of Sea Boom, or Crowded Navi- gation.	Thick and Foggy Weather.	Bad Look-out.	Neglecting to show Lights.	Neglect or Misap- prehension of Steering and Sail- ing Rules.	Error of Pilot.	Want of Seaman-ship.	General Negligence and want of Cau- tion.	Inevitable Accident.	Error in Judgment.	Cause Unknown.	Total.
Fotal loss Partial damage	2 95	7	 10	1 37	13 81	6 67	<b>3</b> 36	15 75	2 32	-4	14 96	111	124	12 168	75 9 <b>3</b> 5
Total	87	7	10	38	94	73	38	90	34	4	110	115	128	180	1,008

Tables 62 and 63.

Sea Casualties.—Lives Saved from Vessels of all Kinds at Home and Abroad.

TABLE 62. Lives Saved at Home:—Statement showing the Number of Lives Saved from Shipwreck on or near the Coasts of the United Kingdom during the Forty-five Years ended 30th June 1901, distinguishing the Means by which they were saved.

By what Means saved.	1856-57.	1857-58.	1858-59.	1859-60.	1860-61.	1861-62.	1862-63.	1865-64.	1864-65.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	1870-71.	1871-72.	1872-73.	1873-74.	1874-75.	1875-78.	1876-77.	1877-78.	1878-79.
By Rocket and Mortar Apparatus, and assistance with ropes, &c.,	383	149	154	407	415	415	252	256	347	490	527	310	333	354	203	293	<b>71</b> 5	175	<b>35</b> 5	301	817	259	269
from shore.* By Life-boats	634	120	220	367	771	322	291	472	293	480	378	377	504	532	473	403	548	310	502	461	567	489	449
By Luggers, Coast-guard Boats, and Small Craft.	606	683	878	681	467	371	414	424	338	462	<b>3</b> 85	843	317	383	500	265	582	309	511	508	484	354	228
By Ships and Steam-boats	587	244	622	769	858	919	1,319	1,533	1,003	1,000	986	1,060	719	714	1,063	990	647	516	440	967	740	1,121	623
By Ships' own Boats	-	-	-	<del>19</del> 61	1,499	1,425	1,239	1,465	1,459	2,195	<b>2,72</b> 8	1,962	2,062	2,067	2,795	1,737	1,888	1,52£	1,644	1,859	1,873	1,818	<b>1,53</b> 5
By Life-buoys and Appliances kept on board.	-	-	-	-	-	-	_	-	-	-	_	-	-	-	-	_	-	_	-	_	†9	4	<u> </u>
By Individual Exertion	21	17	16	9	14	27	9	10	22	7	13	6	-	8	2	-	6	4	6	9	1	1	6
By other Means				_	<b>†36</b> 2	<b>39</b> 6	531	439	232	374	765	660	561	443	459	245	388	221	379	253	324	224	192
TOTAL	2,231	1,213	1,890	3,184	4,386	3,875	4,105	4,599	3,694	5,008	5,782	5,158	4,496	4,501	5.495	3,933	4,774	3,060	3,837	<b>4.3</b> 58	4.795	4,071	3.302
	1879-90.	1880-81.	1881-82.	1882-83.	1883 - 84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-95.	1803-94.	1894-95.	1896-96.	1896-97.	1897-98.	1898-99.	1899-1900.	1900-1901.	
By Rocket and Mortar Apparatus, and assistance with ropes &c., from shore.*	162	809	407	603	296	108	230	286	282	<b>2</b> 81	192	259	466	607	458	341	142	306	196	242	393	283	
By Life-boats	322	633	475	625	531	152	184	374	336	360	325	356	817	<b>23</b> 5	535	406	405	614	419	478	390	347	
By Luggers, Coast-guard Boats, and Small Craft.	235	386	441	420	371	167	159	443	234	404	120	350	405	108	404	304	253	193	143	200	172	357	
By Ships and Steam-boats	682	1,028	1,153	477	596	732	656	853	767	929	<b>6</b> 75	781	708	632	726	<b>67</b> 5	901	689	625	561	740	<b>E75</b>	
By Ships' own Boats	1,418	2,006	1,452	2,530	1,964	1,010	1,512	1,134	1,034	1,495	1,144	1.112	1,125	855	1,142	1,141	1,444	910	978	1,092	1,024	727	
By Life-buoys and Appliances kept on board.	-	8	7	7	_	-	1	-	2	3	-	-	19	43	21	4	-	5	1	14	14	_	
By Individual Exertion	2	-	-	-	10	4	4	3	4	-	8	8	2	-	5	1	3	4	3	3	-	9	1
By other Means	102	201	131	116	125	131	73	73	43	268	24	56	244	41	136	309	115	78	32	89	32	71	
TOTAL	2.923	5,071	4,066	4.778	3,293	2,304	2,810	3.166	2,702	3.740	2,488	2,922	3,786	2,521	3.427	3.181	3,263	2.799	2,397	2,679	2,765	2,268	1

<sup>\*</sup> These figures include all Lives saved by Rocket Apparatus, Ropes, and similar assistance from shore, whether rendered by the Life Saving Parties or others.

TABLE 63. Lives Saved Abroad:—Statement showing the Number of Lives Saved from Shipwreck Abroad reported during the Twenty-three Years ended 30th June 1901, distinguishing the Means by which they were saved, and further distinguishing in the last year the Lives saved on the COASTS of British Possessions Abroad from the Lives saved on the COASTS of FOREIGN COUNTRIES, and from the Lives saved at Sea.

	By Rocket Apparatus and Assistance with Ropes, &c. from Shore.	By Life- boats.	By Luggers and small Craft.	By Ships and Steam- boats.	By Ships' own Boats.	By Life- buoys and Appliances kept on board.	By Individual Exertion.	By other Means.	TOTAL.
Lives saved from British and Foreig Vessels on or near the Coasts of Britis	n 69	38	356	189	2,425	-	-	173	3,250
Possessions Abroad. Lives saved from British Vessels on	or 13	78	72	96	1,004	52	-	94	1,406
near the Coasts of Foreign Countries Lives saved from British Vessels at Se	-	_	31	339	97	_	-	3	470
Total for 1900-1901	82	114	459	623	3,526	52	_	270	5,126
Total for 1899-1900	48	74	604	1,695	3,406	6	-	156	5,989
Total for 1898-99	101	133	155	1,405	2,405	2	_	153	4,354
Total for 1897-98	205	83	138	1,096	2,377	54	_	99	4,053
Total for 1896-97	65	108	384	1,044	2,941	15	1	102	4,660
Total for 1895-96	368	155	1,092	1,632	2,943	_	5	505	6,700
Total for 1894-95	70	90	153	1,418	2,606	38	1	499	4,875
Total for 1893-94	64	174	1,324	1,542	2,225	10	2	129	5,470
Total for 1892-93	51	55	173	1,379	4,052	90	<u> </u>	91	5,891
Total for 1891-92	104	150	434	1,242	4,050	10	9	192	6,191
Total for 1890-91	206	126	346	1,242	2,926	-	_	87	4,933
Total for 1889-90	216	158	264	1,749	2,889	_	_	257	5 <b>,533</b>
Total for 1888-89	295	166	296	884	2,741	-	-	307	4,779
Total for 1887-88	294	84	218	1,584	3,387	9	7	269	5,853
Total for 1836-87	210	124	324	1,944	3,977	5	6	275	6,865
Total for 1885-86	198	85	769	2,821	4,907	_	_	693	9,473
Total for 1884-85	49	105	262	1,006	5,799	65	-	942	8,228
Total for 1883-84	333	338	459	1,607	4,066	4	_	814	7,621
Total for 1882-83	337	131	851	1,308	5,433	21	2	263	8,346
Total for 1881-82	339	196	507	2,355	5,257	1	10	408	9,073
Total for 1880-81	234	84	738	1,457	3,776	11	3	329	6,632
Total for 1879-80	,213	108	627	2,194	4,791	50	8	291	8,283
Total for 1878-79	324	76	795	2,439	5,216	-	-	1,000	9,850

TABLE 64. Totals:—Statement showing the Number and Tonnage of Seagoing Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

Nature of the Casualtic	<b>18.</b>	Tota	al Losses.	Seriou	s Casualties.	Minor	r Casualtics.		Total.
•		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
				7	(a.) Sailin	ig Ves	sels.		
Founderings	•••	_	_	_	_	_	_	<u> </u>	_
Strandings		_	_	15	9,592	88	39,874	103	49,466
Collisions	• •	7	400	79	14,354	445	83,895	531	98,649
Other Causes	•••	1	39	12	9,220	39	10,301	52	19,560
TOTAL	•••	8	439	106	33,166	572	134,070	686	167,675
					(b.) Stean	n Ves	sels.		
Founderings .	-••		_			_		<u> </u>	_
Strandings	•••	_		125	162,755	465	590,759	590	753,514
Collisions		-	-	164	159,278	826	774,411	990	933,689
Other Causes	•••	1	622	51	64,820	138	182,434	190	247,876
TOTAL	•••	1	622	<b>34</b> 0	386,853	1,429	1,547,604	1,770	1,935,079
					( <b>c.</b> ) 5	rotal.			
Founderings	•••	_	_		_	_		[ _	_
Strandings	•••	_	_	140	172,347	<b>5</b> 53	630,633	693	802,980
Collisions	•••	7	400	243	173,632	1,271	858,306	1,521	1,032,338
Other Causes	•••	2	661	63	<b>74,04</b> 0	177	192,735	242	267,436
TOTAL	•••	9	1,061	446	420,019	2,001	1,681,674	2,456	2,102,754

.Part III.] .Table 65.

## Shipping Casualties in Rivers and Harbours.

TABLE 65. Home and Foreign Trades:—Statement showing the Number and Tonnage of Seagoing Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and whether the Vessels were engaged in the HOME or the FOREIGN TRADE.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

(a.) Sailing Vessels

						(4	) Balli	ng ves	9019				
		_		,		Total	Losges.	Serious (	Casualties.	Minor Ce	sualtica.	To	tal
Nature	of th	ie Casu	altie	L		Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
									(1.) Hom	E TRADE.			·
Foundarings Strandings Collisions Other Causes	:: ::	::	::	:: :: ::		= 7	- 400 39	- 10 74 5	778 4,861 424	- 66 406 34	5,873 29,415 3,105	 76 487 40	6,651 34,666 3,568
		To	TAL		••	8	439	89	6,053	50e	38,393	603	44,885
							<u>'                                      </u>	!	(2.) FOREI	GN TRADE.	<u> </u>	<b>!</b>	<u></u>
Founderings			••				_	I			_	l – .	_
Strandings Collisions	••	••	::	••	••	_	· =	5 5 7	8,914 9,503 8,796	22 39 5	34,001 54,480	27 44 12	42,815 63,983 15,992
Other Causes	••	 To	TAL	••				17	27,113	66	7,198 95,677	83	122,790
		-		•••				<u> </u>		OTAL		<u> </u>	
							l	1	(3.) 1	O A A		1	
Founderings Strandings Collisions	::	••	::	••	::	= ,	400	15 79	9,592 14,354	 88 445	39,874 8 <b>3,89</b> 5	103 531	49,466 98,649
Other Causes	::	••	••	••	::	1		12	9,220	39	10,301	53	19,56C
		To:	TAL	••		8	439	108	33,166	572	134,070	686	167,675
						<b>(b</b>	.) Steam	m Vesse	ols.				
									(1.) Hom:	E TRADE.			
Founderings		••				=	_	- 44	12.658		47.778	 190	60,436
Strandings Collisions Other Causes	•••	••	::	::	::	Ξ	=	83 20	29,802 5,257	476 48	47,778 157,356 15.878	558 68	187.158 21,135
outor causes	••	To	TAL	••				146	47,717	670	221,012	816	288,729
							··	'	(2.) FOREI	ON TRADE.			
Founderings							_	_	_				_
Strandings Collisions	::		••	::	::	Ξ,		81 82	150,097 129,476	319 350 90	543,961 617,055	400 432 122	693,078 746,531
Other Causes	••	 To	PAT.			1	622	194	59,563 339,136	759	1,326,592	954	228,741 1,686,350
									(3.) T	OTAL.			
										_			
Founderings Strandings Collisions	••	••	••	::	::	Ξ	=	125 1 <b>64</b>	162,755 159,278	463 828	590,759 774,411	590 990	753,514 933,689
Other Causes	••	••	••	••	••	1	622	51	64,820	138	182,434	1,770	247,876
		10	TAL		•••	1	622	340	886,468	1,420	1,547,804	1,770	1,935,079
							(o.) !	Total.					
									(1.) Hom	E TRADE.		·	
Founderings	••					_	=	- 54	13.436	 312	53,651	 266	67.087
Collisions Other Causes	::	::	::	::	::	7	400 39	156 25	34.653 5,681	882 82	186,771 18,983	1,045 108	221,824 24,703
		To	TAL		••	8	439	235	53,770	1,178	259,405	1,419	313,614
							<u>'</u>		(2.) FOREI	GN TRADE.			
Founderings		••	••			_	-		150.003	341	E70 000	427	792 000
Strandings Collisions Other Causes	••	••	••	••	••	= 1	622	86 87 38	158,911 138,979 68,359	341 389 95	576,962 671,535 173,752	437 476 134	735,893 810,514 242,733
ANTRE OFFISH	••	 To	TAL	••	••	1	622	211	366,249	825	1,422,289	1,037	1,789,140
						i		<u> </u>	(3.) T	OTAL.	<u> </u>	!	l
Pounderings							I _	<u> </u>	I _	<del>  </del>	l _	I _	. –
Founderings Strandings Collisions	::	::	••	••	••	= ,	400	140 243	172,347 173,632	553 1,271	630,633 858,306	693 1,521	802,980 1,032,338
Other Causes	••	••	••	••	::	<u>2</u>	661	63	74,040	177	192,735	242 2.456	267,436
		ТО	TAL	••	••	9	1,061	446	420,019	2,001	1,681,674	4.400	2,102,754

Table 66. Totals:—Statement showing the Number and Tonnage of Seagoing Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

Nature of the Casualtic	<b>38.</b>	Tota	d Loases.	Seriou	s Casualties.	Minor	Casualties.		Fotal.
		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	Ņo.	Tonnage.
				(	a.) Sailin	g Ves	sels.		
Founderings	•••	_	_	_	_	_	<u> </u>	:- ::	_
Strandings	•••	1	610	3	707	10	5,135	14	6,452
Collisions	•••	1	44	6	909	24	5,544	31	6,497
Other Causes	•••	2	1,160	1	66	4	1,153	7	2,379
TOTAL	•••	4	1,814	10	1,682	38	11,832	52	15,328
					(b.) Steam	n Ves	sels.		
Founderings	•••	_	_		_	_		_	_
Strandings	•••	1	2,134	4	3,785	5	4,909	10	10,828
Collisions	•••	_	_	3	1,518	22	17,696	25	19,214
Other Causes	·••	2	498	2	292	4	1,494	8	2,284
Total	•••	3	2,632	9	5,595	31	24,099	43	32,326
					( <b>c.</b> ) 1	ľotal.			
Founderings	•••	_	_	_	_		_	_	
Strandings	•••	2	2,744	7	4,492	15	10,044	24	17,280
Collisions	•••	1	44	9	2,427	46	23,240	56	25,711
Other Causes	•••	4	1,658	3	358	8	2,647	15	4,663
TOTAL	•••	7	4,446	. 19	. 7,277	69	35,931	95	47,654

TABLE 67. Totals:—Statement showing the Number and Tonnage of River Craft registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

		_				Total	Losses.	Serious (	Casualties.	Minor Ca	sualties.	То	tal.
Nature o	f th	Oast	altica	L		Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
								(a.	) Sailin	g Vess	ls.		
Founderings		••	••			8	150		<u> </u>	l –	_	8	150
Strandings		••				i	34	7	368	1	107	9	509
Collisions	••	••				7	328	37	1,988	56	8,264	100	5,580
Other Causes	••	••		••	••	-	-	6	310	4	226	10	586
TOTAL	••	••	••	••	••	11	512	50	2,666	61	3,597	122	6,775
							·	<b>(b</b>	.) Stear	n Vesse	ls.		·
Founderings							_	_	_	_	_	_	_
Strandings	••	••	••	••	••	1	36	2	115	11	615	14	766
Collisions		••	••	••	••	1	1.5	18	1,466	84	11,982	103	13,468
Other Causes	••	••	••			! –	-	5	185	4	210	9	875
TOTAL	••	••	••	••	••	2	51	25	1,748	99	12,807	126	14,604
							<u> </u>		(c.) T	Fotal.	•		·
Founderings	••					3	150	_	_	_	_	3	150
Strandings	••					2	70	9	483	12	722	23	1,275
Collisions		••			••	8	343	δ5	3,454	140	15,246	908	19,043
Other Causes	••	••	••	••		-	-	11	475	8	436	19	911
TOTAL	••					13	563	75	4,413	160	16,404	248	21,379

## Shipping Casualties in Rivers and Harbours.

TABLE 68. Totals:—Statement showing the Number and Tonnage of River Craft registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

		_	•••			Total	Losses.	Serious (	Dasualties.	Minor Ca	asualties.	To	ter
Nature o	f th	e Cast	altica	<b>.</b>		Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage
								(a.	) Sailin	g Voss	els.		
Founderings		••	••	••	••	1	28	_	-	-	-	1	28
Strandings	••		••	••		2	656	2	196	l –	-	4	862
Collisions	••	••	••	••	••	-	_	1	320	2	223	3	543
Other Causes	••	••	••	••	••	_	-	1	302	_	_	1	302
TOTAL	••	••	••	••	••	3	684	4	818	2	223	9	1,726
								(b	.) Stear	n Vesse	ls.	•	
Founderings			••			2	108	_	_	_	_	] 2	108
Strandings			••	••		1	722	3	752	2	773	5	2,246
Collisions	••	••	••	••		_	i –	3	296	9	617	12	913
Other Causes	••	••	••	••	••	3	685	1	108	2	515	6	1,308
TOTAL		••			••	6	1,515	6	1,156	13	1,904	25	4,575
									(c.) 7	rotal.		-	<del></del>
Founderings			••			3	136	<u> </u>	<u> </u>	1 -	_	3	136
Strandings	••		••	••		3	1,378	4	948	2	772	9	.098
Collisions	••		••	••		_	_	4	616	11	840	15	1,456
Other Causes	••	••	••	••		3	685	2	410	3	515	7	1,610
TOTAL	••	••	••	••	••	9	2,199	10	1,974	15	2,127	34	6,300

TABLE 69. Totals:—Statement showing the Number and Tonnage of Unregistered Seagoing Vessels belonging to the United Kingdom (exclusive of Yachts and Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

Nature of the Casualties.	Tot	cal Losses.	Seriou	s Casualties.	Minor	Casualties.	•	Γota₋.
-	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
•		•	(	a.) Sailin	g Ves	sels.		
Founderings		_	_	_	_	_	_	_
Strandings	.   —		3	98	_	_	3	98
Collisions	.   -	_	2	3,825	19	1,221	21	5,046
Other Causes		<b>-</b>	-	_	_	_	_	_
TOTAL			5	3,923	19	1,221	24	5,144
				(b.) Stean	n Vesi	sels.		
Founderings	.   -	_	-	_	-	· -	_	
Strandings	.   _	_	1	25	1	22	2	47
Collisions	.   -		-	·-	25	9,831	25	9,831
Other Causes		_	1	20	1	40	2	60
• TOTAL .		_	2	45	27	9,893	29	9,938
				(6.) 7	Fotal.			
Founderings		_	_	_	<u> </u>	_	<u> </u>	_
Strandings	_	-	4	123	1	22	5	145
Collisions	—	_	2	3,825	44	11,052	46	14,877
Other Causes	-	_	1	20	1	40	2	60
TOTAL .		_	7	3,968	46	11,114	53	15,082

Note.—Three casualties were reported during 1900-1901 as having occurred in rivers and harbours to unregistered sea-going vessels belonging to British Possessions Abroad. A steam vessel of 50 tons received minor damage by stranding, while two sailing vessels of 34s tons and 170 tons respectively received minor damage by collision.

TABLE 70. Totals:—Statement showing the Number and Tonnage of Unregistered River Craft belonging to the United Kingdom (exclusive of Yachts and Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

Nature of the Co	<b>as</b> ualti	65.	Tota	Total Losses. Se  No. Tonnage. N  3	Seriou	s Casualties.	Minor	Casualties.	,	Total.
-			No.	o. Tonnage. N  3	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
						a.) Sailin	g Ves	sels.		
Founderings		•••	3	180	<b>—</b>	_		_	3	180
Strandings	•••		_		5	204	8	<b>4</b> 81	13	68
Collisions	•••		10	586	90	5,758	233	15,519	333	21,862
Other Causes	• · •		_	_	10	686	6	291	16	977
TOTAL	•••		13	766	105	6,648	247	16,291	365	23,705
						(b.) Stean	ı Vesa	sels.		
Founderings	•••		_	_	_	<del>-</del>	_	_	_	
Strandings	•••		_	_	_	_	4	105	4	103
Collisions	•••		1	50	10	383	7	266	18	699
Other Causes	•••	•••		-	3	43	3	105	6	148
TOTAL	•••	•••	1	50	13	<b>4</b> 26	14	476	28	952
		-				( <b>c.</b> ) 1	lotal.			
Founderings	•••	•••	3	180	_	_	_	_	3	180
Strandings	•••	•••	_	_	5	204	12	586	17	790
Collisions	•••	•••	11	636	160	6,141	240	15,785	351	22,562
Other Causes	•••	•••	_	_	13	729	ō	396	22	1,12
TOTAL	•••	•••	14	816	118	7,074	261	16,767	393	24,657

Table 71. Totals:—Statement showing the Number and Tonnage of Unregistered River Craft belonging to British Possessions Abroad (exclusive of Yachts and Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

							Total	Losses.	Serious (	Dagualties.	Minor Ca	sualtica.	To	tal.
Na	1016	of the	Oast	altica	•		Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage
									(8	.) Sailiı	g Vess	els.		
Founderings						••	_	<u> </u>	-	_	-	<b>–</b> .	_	-
Strandings	••	••	••				1	150	_	-	l –	-	1	150
Collisions			••	••			1	80	4	186	11	780	16	1,046
Other Causes		••	••	••	••	••	-	-	1	100	-		1	100
			To	TAL	••	••	2	230	5	296	11,	780	18	1,99
									(1	.) Stea	m Vess	ols.		
Founderings					••		_	_	_	_		_	_	
Strandings					••		l –		_	-	l –	<b>I</b>	-	-
Collisions	••			••	••		1	5	1	30	1 4	425	6	46
Other Causes		••					l –	-	-	_	1	50	1	56
			To	TAL	••	••	1	5	1	30	. 5	475	7	510
								·		(c.)	Total.			
Founderings		••					_	_	_	_	I –	_	-	<del>-</del>
Strandings	••	••	••	••	••		1	150	-	<b>–</b>	-	-	1	150
Collisions	••		••	••	••		2	85	5	216	15	1,205	22	1,500
Other Causes	١.,	••	••	••			_	<b>!</b> -	1	100	1	50	2	150
			The state of	TAL	••		3	235	6	316	16	1,265	25	1,800

## Shipping Casualties in Rivers and Harbours.

TABLE 72. Totals:—Statement showing the Number and Tonnage of Yachts and Pleasure
Boats belonging to the United Kingdom to which Casualties occurred in Rivers and
Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported
during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the
Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

•-			_	•••			Total	Losses.	Serious (	Casualties.	Minor Co	asualties.	ol	tal.
	ure (	of the	Cast	alties.	,		Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage
									(8	.) Sailir	g Vess	ols.		
Founderings	••	••	••				_	-	_	_	_	_	_	
Strandings	••	••	••	••	••		1	10	1	5	3	5	4	30
Collisions	••	••	••	••	••	••	3	81	9	144	11	274	28	449
Other Causes	••	••	••	••	••	••	-	-	1	41	1	19	2	60
			To	TAL	••	••	4	41	11	190	14	298	29	529
						•			(b	.) Stear	n Vesse	ls.	·	<del></del>
Founderings			••		••		_		l –		1 _		<u> </u>	
Strandings	••	••	••	••	••	••	_	_	_		1	194	1	124
Collisions	••	••	••	••	••	••	-	-	4	50	6	412	10	462
Other Causes	••	••	••	••	••	••	-	-	1	8	_	_	1	8
			To	TAL	••	••	_	_	5	58	7	5 <b>36</b>	12	594
										(c.) !	Fotal.	<del> </del>	<b>!</b>	<del></del>
ounderings				••	••	••	_	_	l _	_	l _	_	_	_
Strandings	••	•-	••	••	••	••	1	10	1	5	3	129	5	144
Collisions	••	••	••	••	••	••	8	31	13	194	17	686	53	911
Other Causes	••	••	••	, <b></b>	••	••	-	-	2	49	1	19	3	68
			To	TAL			4	1	16	248	21	834	41	1,128

Note.—No casualties were reported during 1900-1901 as having occurred in rivers and harbours to yachts and pleasure boats belonging to British Possessions Abroad.

TABLE 73. Totals:—Statement showing the Number and Tonnage of Fishing Vessels belonging to the United Kingdom to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

							Total	Lorser.	Serious (	Jasualties.	Minor Co	asualties.	To	tal.
No.	iture	of the	e Cast	altie	<b>.</b>		Number.	Топпаде.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage
									(8	.) Sailir	g Vess	ols.		
Founderings			••				_	_	_	_		_	_	_
Strandings	••	••	••	••			1	5	4	115	6	195	11	315
Collisions	••	••		••			1	5	13	316	127	4,212	141	4,533
Other Causes	٠	••	••	••	••	••	-	_	9	315	3	104	12	419
			To	TAL	••	••	2	10	26	748	136	4,511	164	5,267
								`	(b	.) Stear	n Vesse	ls.		
Founderings							_	_	_	1 _		_	_	_
Strandings			••				-	_	2	86	9	383	11	469
Collisions							_	-	2	61	62	3,108	64	3,169
Other Causes	٠	••	••	••			-	_	3	121	6	335	9	456
			то	TAL	••	••	_	_	7	268	77	3,826	84	4,094
								•		(c.) :	Fotal.	•		
Founderings								_		Ι _		l _	Γ	l <u> </u>
Strandings	••	••	••	••	••		1	5	6	201	15	578	23	784
Collisions							1	5	15	3.77	189	7,320	205	7,702
Other Causes	3				••		-	_	12	436	9	439	21	875
			TO	TAL			2	10	53	1,014	213	8.337	248	9,361

Note.—No casualties were reported during 1900-1901 as having occurred in Rivers and Harbours to Fishing Vessels belonging to British Possessions Abroad.

### Shipping Casualties in Rivers and Harbours.

TABLE 74. Totals:—Statement showing the Number and Tonnage of Foreign Vessels of all kinds to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours in British Possessions Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

			_				Total	Losses.	Serious (	Casualties.	Minor Co	sualties.	To	tal.
Nat	TUP	of the	Oast	altice	•		Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
									(8.	.) Sailin	g Vess	ols.		
Founderings							-	_		_	-	_	_	_
Strandings	••					••	1	188	9	3,652	31	14,172	41	18,012
Collisions	••	••	••		••		_	-	11	5,493	62	39,691	78	45,184
Other Causes	••	••	••	••	••	••	_	-	1	94	4	1,706	5	1,800
			To	TAL	••	••	. 1	188	21	9,239	97	55,569	119	64,996
									<b>(l</b> t	.) Stear	n Vesse	ls.	•	<u> </u>
Founderings							_	_	_	_	<del> </del>	_	l –	l _
Strandings	••		••			••	<b>-</b>	-	n	10,412	4Ó	40,781	51	51,193
Collisions	••	••	••	••	••	••	<b>!</b> —	_	41	34,491	184	162,191	225	196,682
Other Causes	••	••	••	••	••	••	-	_	8	7,136	12	14,653	20	21,789
			To	TAL	••		_	_	60	52,039	236	217,625	296	269,664
								<u>`</u>	•	(c.) 7	rotal.	•	<u> </u>	<u>'</u>
Founderings							_	_	<u> </u>	_	l _	I _	<u> </u>	
Strandings							1	188	20	14,064	71	54,953	92	69,205
Collisions	••	••	••			••	-	_	52	39,984	246	201,882	298	241,866
Other Causes	••			••	••		_	-	9	7,230	16	16,359	25	23,589
			To	TAL			1	188	81	61,278	333	273,194	415	334,660

## Lives Lost by Shipping Casualties in Rivers and Harbours.

TABLE 75. Seamen and Passengers Lost in Rivers and Harbours.—Grand Totals:—Statement showing the Number of Lives Lost in British and Foreign Vessels of all Kinds by Casualties which occurred to such Vessels in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred to British Vessels in Rivers and Harbours Abroad, or to Foreign Vessels in Rivers and Harbours of British Possessions Abroad, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Number and Description of the Vessels in which the Lives were Lost. were Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

#### (a.) Lives Lost in Sailing Vessels.

(0.) 22100																			_
		unde ngs.	er-	Str	ındi	ngs.	Col	lisio	ns.		ther uses			issin essels			Tota	al.	
Description of the Vessels.	hich Lost.	Liv Lo		hich Lost.	Liv Lo	res est.	hich Lost.	Liv Lo	st.	hich Lost.	Liv Lo	st.	Lost.	Liv	st.		Live	s Lo	at.
Description of the Vestos.	Vessels in which Lives were Lost	Crew.	Passenger.	Vesscis in which Lives were Lost.	Crew.	Passengers.	Vessels in wi	Crew.	Passengers.	Vessels in w Lives were	Crew.	Passengers.	Vessels in wi	Crew.	Passengers.	Vestels in wi	Crew.	Passengers.	Total
	ļ				(1.)	Liv	es L	O3T	IN V	<b>7 ES</b> S	ELS '	Тот	ALL	y Lo	ST.				
Seagoing Merchant Vessels registered in the United Kingdom.	-	-	_	_	-	_	1	1	-	-	-	-	-	-	-	1	1	-	1
River Craft registered in the United Kingdom	-	-	_	_	_	_	2	2	_	-	-	-	-	-	-	2	2	-	2
Unregistered River Uraft belonging to the United Kingdom	-	-	_	-	-	-	1	1	-	-	-	-	-	-	-	1	1	-	1
_		-					-	-	-		-				-			-	
TOTAL	-	-	-	+	-	-	4	4	-	1	-	-	_	_	-	4	4	-[	4
				(	2.) 1	IVE	s Lo	ST I	n V	ess i	Ls I	'AR'	<b>FIAL</b>	LY I	COST				
Seagoing Merchant Vessels registered in the United Kingdom	_	_	_	<u> </u>	_	_	_	_		1	1	_	_	_	_	1	1	-1	1
Unregistered River Craft belonging to the United Kingdom	-	_	_	_	_	_	_	_	_	1	1	_	_	_	_	ı	1	-	1
Unregistered River Craft belonging to British Possessions Abroad.	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-	1	1	-	1
Fishing Vessels belonging to the United Kingdom	-	-	_	-	-	–	-	-	-	3	2	1	_	-	-	2	2	1	8
Foreign Vessels	_	_	_	二	_	_	1	3	_	二		_	<u> _</u>	_	_	1	3		3
Total	-	-	-	-	-	-	1	3		5	5	1	-	-	-	6	8	1	9
									(3.)	To	TAL.								
Seagoing Marchant Vessels registered in the United Kingdom.	-	-	-	-	-	-	1	1	-	1	1	_	-	-	-	2	2	-	3
River Craft registered in the United Kingdom	-	-	-	-	_	-	2	2	_	<b> </b>	-	-	-	-	-	2	3	_	2
Unregistered River Craft belonging to the United Kingdom	-	-	-	-	-	–	1	1	_	1	1	-	-	-	-	2	2	-	2
Unregistered River Craft belonging to British Possessions Abroad.	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-	1	1	-	1
Fishing Vessels belonging to the United Kingdom $\dots$	-	-	-	-	-	-	-	-	-	3	2	1	-	-	-	2	2	1	8
Foreign Vessels	-	-	-	<b> </b>	-	-	1	8	-	-	-	-	-	-	-	1	3	-	3
TOTAL	-	-	-	-	_	-	5	7	-	5	5	1	-	-	-  -	10	12	1	13

#### (b.) Lives Lost in Steam Vessels.

					(1.)	LIV	es L	ost	IN V	ZESS	ELS	Тот	ALL	Y L	ost.				
Seagoing Merchant Vessels registered in the United Kingdom.	-	-	-	-	-	-	-	-	-	1	1	2	-	-	-	1	1	2	8
River Craft registered in British Possessions Abroad	1	1	2		_	_	- :	_	_	_	_	_	_	_	_	1	1	2	3
TOTAL	1	ı	2	-	-	-	-	-	-	1	1	2	-	-	-	2	2	4	6
	'		!		2.) I	IVE	Lo	ST II	N VI	ess e	LS P	AR1	IAL	LY L	ost.				
Seagoing Merchant Vessels registered in the United Kingdom	-	_	-	_	-	_	2	2	-	10	9	7	_	_	_	13	11	7	18
Unregistered Seagoing Vessels belonging to the United Kingdom.	-	-	-	-	-	-	-	-	-	1	2	-	-	-	_	1	2	-	2
Foreign Vessels		_	_	_	-	-	-	-	-	2	6	-	_	-	_	, 3	8	_	6
TOTAL	-	_	_	Ξ	=	<u> </u>	2	2	=	13	17	7	_	_	=	15	19	7	<b>%</b>

Lives Lost by Shipping Casualties in Rivers and Harbours.

TABLE 75. Seamen and Passengers Lost in Rivers and Harbours—cont.

(7 Asset Auton 1962 Alen 1964 Girth one casers?)			der-	<u> </u>		ings			lons.	ī	Othe	r	1 1	fissin Tessel	g		Tot		
		T.	ives	+	<u>L</u>	ives		L	ives		Li	ves	一	T.3.	7A8	ند س	Liv	es L	oest.
Description of the Vessels.	Vessels in which	-	ەدە.	which		LOFT.	which		wst.	which	i I	ost.	which to Lost	1 1	st.	which e Lost	1		1
	Versels in		Parsengers.	reseals in wh	8	Passengers.	ossels in w	91 .	Passengera	essels in w		Passengera	Vessels in w		Рамвепдегя.	Vessels in wh Lives were I		Passengers.	
	Vois	Crew.	Page	Vessels	Crew.	Page	Vessels	Crew	Page	Vessels	Orew.	Page	Light Light	Orew.	Page	Vege Live	Orew	Page	Total.
(b.) Lives Los	t is	a	ite	am	V	055	ols	<b>5—</b> 0	onti	nueo	l.								
									(3.)	To	ral.					_			
Seegoing Merchant Vessels registered in the United	_	_	_	_	_	_	2	. 2	_	11	10	9	_	_	_	13	12	9	21
Kingdom.  Biver Craft registered in British Possessions Abroad	1	ι	2			_	_	i _	_	_	_	_	_	_	_	1	1	2	3
Unregistered Seagoing Vessels belonging to the United	_	-	-	_	-	_	_	1_	_	1	3	_	_	¦_	_	1	2	_	2
Kingdom.  Foreign Vessels	_	_	-		_	_	_	·_	_	2	6	_	_	$ _{-} $	_	3	6	_	6
_	-	-	<u> </u>	$\vdash$	-	-	-	<u> </u>	┝	-			-		$\dashv$		_		_
TOTAL	1	1	2	-	-	-	2	3 I	-	14	18	9	-	-		17	31	11	32
	(0	) '	Tot	tal.	•														_
					(1.)	LIV	ES I	OST	IN	VESS	ELS	To	FALI	Y Lo	ЭЗТ.				_
Seagoing Merchant Vessels registered in the United Kingdom.	-	_		_	-		1	1	-	1	1	2		- 1	_	2	2	2	4
River Craft registered in the United Kingdom	-	_	-	_	_	_	2	2	-	_	-	_	-	- 1	_	2	2	_	2
River Craft registered in British Possessions Abroad	1	1	2	<b> </b>	-	_	-	_	-	_	_	_	_	-	-	1	1	2	3
Unregistered River Craft belonging to the United Kingdom.	-	-	-	-	-	-	1	1	-	-	-	-	_	-	-	1	1	_	1
TOTAL	1	1	2	_	_	_	4	4	_	1	1	2			_	6	6	4	10
	-		<u> </u>		2.) I	IVE	s Lo	ST I	n V	<b>e</b> sse	LS F	ART	MAL	LY L	DST.	1			
Seagoing Merchant Vessels registered in the United							2	2		11	10	7				13	13	7	19
Kingdom.  Unregistered Seagoing Vessels: belonging to the United		_	_		_			_	_	1	2					1	2	_	2
Kingdom.  Unregistered River Craft belonging to the United Kingdom		_	_		_		_ '	! '			1	_	_		$_{-}$		,		•
Unregistered River Craft belonging to British Possessions Abroad.	-		_	<u> </u>	-	-	-	-	-	1	1	-	-	-	-	1	1	-	1
Fishing Vessels belonging to the United Kingdom	-	_	-	-	_	-	-	_		2	2	1	_	-	-	2	2	1	3
Foreign Vessels	_	_	-		_	_	1	3	_	2	6		_			3	9	_	9
TOTAL		_	-	_	_	-	3	5	-	18	22	8	-	-	-[	21	27	8 :	35
							·!		(3.)	Тот	AL.								_
Seasoing Merchant Vessels registered in the United Kingdom.	-	_	-	-	-	-	3	3	-	12	11	9	-	-	-	15	14	9	23
River Craft registered in the United Kingdom	-	_	-	-	-	-	2	2		-	-	-	-	-	-	2	2	-	2
River Craft registered in British Possessions Abroad Unregistered Seagoing Vessels belonging to the United	1	1	2	_	_	_	-   _	_	_	- 1	2					1	1 2	2   —	3 2
Kingdom.		_	_		_		1	1		1	1					2	2		_
Kingdom.		_		_	_		_	_		1					_			_	3
Unregistered River Craft belonging to British Possessions Abroad.	-	_	-	-	_	-		_		1	1			_	-	1	1	_	1
Fishing Vessels belonging to the United Kingdom	-	_	_	_	_	_	1	3	_	2 2	6	1 _	_	_   .	_	3	9	_	3 9
-		_	H				-			-		1	-	-	+	+	_		_
TOTAL	1	1	2	-	_	_	7	9	_	19	23	10			-   3	7	33*	12	45*
	* Inc	lud	<b>66 4</b> ]	Lasc	are.														

## Deaths in Rivers and Harbours.

- TABLE 76. Deaths in Rivers and Harbours from all Causes.—Grand Totals:—Statement showing the Total Number of Deaths in Rivers and Harbours in Seagoing Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) arising from:—
  - (1.) Shipping Casualties which occurred in Rivers and Harbours of the United Kingdom during the Year 1900-1901, or were reported during that period as having occurred in Rivers and Harbours Abroad;
  - (2.) Accidents other than Wreck or Casualty reported during 1900-1901;
  - (3.) Disease, Murder, Suicide, &c. reported during 1900-1901;

distinguishing the Deaths in the Home Trade from those in the Foreign Trade, the Deaths in
-- Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of
Seamen, Lascars, and Passengers.

	Lives I	Lost in S Vessels.	ailing	Lives	Lost in S Vessels	team		Total.	
Cause of Death.	Masters and Seamen.	Lascars.	Passen- gers.	Masters and Seamen.	Lascars.	Passen- gers.	Masters and Seamen.	Lascars.	Passen- gers.
		(	a.) De	aths in	the	Home	Trade		
Wrecks of, and Casualties to, the Vessels.	1	_		3	_	· -	4	_	_
Accidents other than Wreck or	34	<b>—</b>	_	66	-	1	100	-	1
Casualty. Disease, Murder, Homicide, Suicide, and Unknown Causes.	18	_		30	_	4	<b>4</b> 8	_	4
TOTAL	53	_	_	99	_	5	152	_	5
		(b	.) Dea	ths in	the F	oreign	ı Trade	θ.	
Wrecks of, and Casualties to, the Vessels.	1	_	_	5	4	9	6	4	9
Accidents other than Wreck or	37		1	202	22	5	239	22	6
Casualty. Disease, Murder, Homicide, Suicide, and Unknown Causes.	85	_	7	386	131	134	471	131	141
TOTAL	123	_	8	593	157	148	716	157	156
				(0.	) Tota	1.			
Wrecks of, and Casualties to, the Vessels.—(See Table 75.)	2	_	_	8	4	9	10	4	9
Accidents other than Wreck or	71	-	1	268	22	6	<b>33</b> 9	22	7
Casualty. Disease, Murder, Homicide, Suicide, and Unknown Causes.	103	-	7	416	131	138	519	131	145
TOTAL	176	_	8	692	157	153	868	157	161

Note.—As regards river craft registered in the United Kingdom, 2 persons (crew) were reported in 1900-1901 as lost by casualties to such vessels, 2 (crew) by accidents other than casualty, and 4 (crew) by disease &c.

#### Deaths in Rivers and Harbours.

- TABLE 77. Deaths in Rivers and Harbours from all Causes.—Grand Totals:—Statement showing the Total Number of Deaths in Rivers and Harbours in Seagoing Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) arising from:—
  - (1.) Shipping Casualties which occurred in Rivers and Harbours of the United Kingdom during the Year 1900-1901, or were reported during that period as having occurred in Rivers and Harbours Abroad;
  - (2.) Accidents other than Wreck or Casualty reported during 1900-1901;
  - (3.) Disease, Murder, Suicide, &c. reported during 1900-1901;

distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

	Deat	hs in Sai Vessels.	iling	Dead	ths in Ste Vessels	am		Total.	
Cause of Death.	Masters and Seamen.	Lascars.	Passen- gers.	Masters and Seamen.	Lascars.	Passen- gers.	Masters and Seamen.	Lascars.	Passen- gers.
Wrecks of, and Casualties to, the Vessels.—(See Table 75.)	_	_	_	_	_	_	_	_	_
Accidents other than Wreck or Casualty.	6	_	_	9	2	-	15	2	
Disease, Murder, Homicide, Suicide, and Unknown Causes.	37	1		12	4	17	49	5	17
Total	43	1	_	21	6	17	64	7	17

#### Deaths in Rivers and Harbours.

- TABLE 78. Deaths in Rivers and Harbours from all Causes:—Statement showing the Total Number of Deaths in Rivers and Harbours in Fishing Vessels belonging to the United Kingdon arising from:—
  - (1.) Shipping Casualties which occurred in Rivers and Harbours of the United Kingdom during the Year 1900-1901, or were reported during that period as having occurred in Rivers and Harbours Abroad;
  - (2.) Accidents other than Wreck or Casualty reported during 1900-1901;
  - (3.) Disease, Murder, Suicide, &c. reported during 1900-1901;

distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and the Deaths of Seamen from the Deaths of Passengers.

Cause of Death.		in Sailing ssels.		in Steam ssels.	To	otal.
•	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.
Wrecks of, and Casualties to, the Vessels.—(See Table 75.)	2	1		_	2	1
Accidents other than Wreck or Casualty.	7	_	6	_	13	_
Disease, Murder, Homicide, Suicide, and Unknown Causes.	3	_	7	_	10	_
TOTAL	12	1	13	_	25	1

## Shipping Casualties at Sea and in Rivers and Harbours.

Table 79. Grand Totals.—Shipping Casualties everywhere:—Statement showing the Number and Tonnage of Vessels Registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts, Fishing Vessels, and River Craft so registered) which met with Casualties on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 1 and 64.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the	Casualt	ies.	Tota	al Losses.	Serio	ns Casualties.	Mino	r Casualties.		Total.
			No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage
						(a.) Sailir	ng Ve	ssels.		
Founderings	•••		21	8,168	-	_	_	_	21	8,16
Strandings	•••	•••	76	23,545	98	38,372	322	102,823	496	164,74
Collisions	•••	•••	29	3,535	152	34,577	756	147,731	937	185,84
Other Causes	•••	•••	10	11,633	198	156,876	544	286,338	752	454,84
Missing Vessels	•••	•••	18	19,223	-	_	-	-	18	19,22
TOTAL	•••	•••	154	66,104	448	229,825	1,622	536,892	2,224	832,82
					J	(b.) Stear	n Ves	sels.		!
Founderings	•••		12	5,818	_	_	-	_	12	5,81
Strandings	••	•••	43	<b>57,42</b> 0	330	404,401	941	1,153,014	1,314	1,614,83
Collisions	•••	•••	18	14,014	320	333,192	1,235	1,200,216	1,573	1,547,42
Other Causes	•••	•••	3	2,403	<b>36</b> 0	489,739	934	1,311,107	1,297	1,803,24
Missing Vessels	•••	•••	5	5,634	-	_	_	_	5	5,63
TOTAL		•••	81	85,289	1,010	1,227,332	3,110	3,664,337	<b>4,2</b> 01	4,976,95
					<u> </u>	(c.) T	rotal.		<u> </u>	l
<b>Founderings</b>	•••		33	13,986	_		_	_	33	13,986
Strandings	•••		119	80,965	428	442,773	1,263	1,255,837	1,810	1,779,578
Collisions	•••		47	17,549	472	367,769	1,991	1,347,947	2,510	1,733,268
ther Causes	•••		13	14,036	558	646,615	1,478	1,597,445	2,049	2,258,096
dissing Vessels	•••	•••	23	24,857	_	-	_	-	23	24,857
TOTAL	•••		235	151,393	1,458	1,457,157	4,732	4,201,229	6,425	5,809,779

### Deaths at Sea and in Rivers and Harbours.

TABLE 80. Deaths from all Causes everywhere.—Grand Totals:—Statement showing the Total Number of Deaths everywhere in Seagoing Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered), arising from:—

- (1.) Shipping Casualties which occurred on or near the Coasts, or in Rivers and Harbours, of the United Kingdom, or were reported from Abroad during the Year 1900-1901;
- (2.) Accidents other than Wreck or Casualty reported during 1900-1901;
- (3.) Disease, Murder, Suicide, &c. reported during 1900–1901; distinguishing the Deaths in the Home Trade from those in the Foreign Trade, the Deaths in

Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.—(Totals of Tables 18 and 76.)

		hs in Sai Vessels.	iling	Deat	ths in Ste Vessels.	æsm.		Total.	
Cause of Death.	Cre	w.		Cre	<b>₩</b> .		Cre	₩.	
	Masters and Seamen.	Lascars.	Passen- gers.	Masters and Seamen.	Lascars.	Passen- gers.	Masters and Seamen.	Lascars.	Passen.
	1	(	a.) De	aths i	n the	Home	Trade	).	
Wrecks of, and Casualties to, the Vessels.	72	_	_	85	-	14	157	_	14
Accidents other than Wreck or	56		1	83	-	4	139	_	5
Casualty.  Disease, Murder, Homicide, Suicide, and Unknown Causes.	23	_	_	43		15	66		15
TOTAL	<b>1</b> 51	_	1	211	_	33	362	_	34
		(b	.) Dea	ths in	the F	oreigi	ı Trad	e.	
Wrecks of, and Casualties to, the Vessels.	402	_	1	260	25	37	662	25	38
Accidents other than Wreck or	149	_	3_	325	57	22	474	57	25
Casualty. Disea e, Murder, Homicide, Sui- cide, and Unknown Causes.	192	_	305	697	312	1,006	889	312	1,311
TOTAL	<b>74</b> 3	_	309	1,282	394	1,065	2,025	394	1,374
TOTAL	743		309		394 ) Tota		2,025	394	1,374
Wrecks of, and Casualties to, the	743 	_	309				2,025 819	394	1,374
Wrecks of, and Casualties to, the Vessels. Accidents other than Wreck or				(c.	) Tota	) .1.			
Wrecks of, and Casualties to, the Vessels.	474		1	(c.	) Tota	51	819	25	52

## Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 81. Grand Totals.—Shipping Casualties everywhere:—Statement showing the Number and Tonnage of all Vessels belonging to the United Kingdom (except Vessels of the Royal Navy), to which Casualties occurred on or near the Ceasts, or in Rivers and Harbours, of the United Kingdom, during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 49, 64, 67, 69, 70, 72, and 73.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Ca	sualti	<b>es</b> .	Tota	l Losses.	Seriou	Casualties.	Minor	Casualties.	7	Total.
			No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
					(	(a.) Sailin	g Ves	sels.		
Founderings	••		52	8,735	_	_	_		<b>52</b> .	8,735
Strandings	•••	•••	128	24,587	157	40,527	495	106,847	780	171,961
Collisions			60	4,635	343	47,782	1 <b>,5</b> 04	189,499	1,907	241,916
Other Causes			16	11,756	339	160,305	739	293,797	1,094	465,8 <b>58</b>
Missing Vessels	•••		20	19,226	_	_	_		20	19,226
Total			276	68,939	839	248,614	2,738	590,143	3,853	907,696
			<u>.</u> l		<u> </u>	(b.) Stean	n Ves	sels.		
Founderings	•••		13	5,833	<del>-</del>	_	_	_	13	5,833
Strandings	•••	•••	56	58,185	367	406,462	1,028	1,159,901	1,451	1,624,548
Collisions	•••	•••	28	14,444	388	337,068	1,593	1,243,128	2,009	1,594,640
Other Causes	•••	•••	5	2,452	453	494,494	1,071	1,318,761	1,529	1,815,707
Missing Vessels	•••	•••	5	5,634	-	_	_	·_	5	5,634
Total	•••	•••	107	86,548	1,208	1,238,024	3,692	3,721,790	5,007	5,046,362
		,			<u>L</u>	( <b>G.</b> ) <sup>T</sup>	rotal.		<u> </u>	
Founderings			65	14,568	_		-	_	65	14,568
Strandings	•••	•••	184	82,772	524	446,989	1,523	1,266,748	2,231	1,796,509
Collisions		•••	88	19,079	731	384,850	3,097	1,432,627	3,916	1,836,556
Other Causes		•••	21	14,208	792	654,799	1,810	1,612,558	2,623	2,281,565
Missing Vessels	•••	•••	25	. 24,860	-	_	-	_	25	24,860
Total	•••	•••	383	155,487	2,047	1,486,638	<b>6,4</b> 30	4.311,933	8,860	5,954,058

## Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 82. Grand Totals.—Shipping Casualties everywhere:—Statement showing the Number and Tonnage of Seagoing Vessels Registered in the United Kingdom and in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so Registered) which met with Casualties on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 36, 64, and 66.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Ca	waal ti	les.	Tota	l Losses.	Seriou	Casualties.	Minor	Casualties.		Total.
			No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
-					(	(a.) Sailin	g Ves	sels.		
<b>F</b> ounderings	•••		42	11,875	_	_	_		42	11,875
Strandings	•••	•••	151	33,027	136	44,657	381	118,621	668	196,305
Collisions	•••		35	4,630	178	41,605	793	157,727	1,006	203,962
Other Causes			14	14,657	259	187,277	647	321,189	920	523,123
Missing Vessels	•••		. 24	20,665	_	_	_		24	20,6 <b>6</b> 5
TOTAL	•••	•••	266	84,854	573	273,539	1,821	597,537	2,660	955,930
						(b.) Stean	n Vesa	sels.	<u> </u>	<u> </u>
Founderings	•••	•••	14	5,932	_	_		_	14	5,932
Strandings		•••	60	65,439	346	412,744	982	1,177,000	1,388	1,655,183
Collisions	•••	•••	18	14,014	327	337,280	1,280	1,231,328	1,625	1,582,622
Other Causes	•••	•••	6	2,952	370	495,544	962	1,333,539	1,338	1,832,035
Missing Vessels	•••	••.	8	8,441	_	-	_	_	8	8,441
'Total	•••	. ••	106	96,778	1,043	1,245,568	3,224	3,741,867	4,373	5,084,213
-						(c.) T	rotal.			
Founderings	••	•••	56	17,807	_	_	l –	_	56	17,807
Strandings	•••	•••	211	98,466	482	457,401	1,363	1,295,621	2,056	1,851,488
Collisions	•••	•••	53	18,644	505	378,885	2,073	1,389,055	2,631	1,786,584
Other Causes	••	•	20	17,609	629	682,821	1,609	1,654,728	2,258	2,355,158
Missing Vessels	•••	•••	32	29,106	_	_	-	_	32	29,106
TOTAL	•••	••.	372	181,632	1,616	1,519,107	5,045	4,339,404	7,033	6,040,143

Lives Lost by Shipping Casualties at Sea and in Rivers and Harbours.

Totals:—Statement showing the Number of Lives Lost in Seagoing Vessels registered in the United Kingdom and in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Casualties which occurred to such Vessels on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred elsewhere, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(See also Tables 37 and 75.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.) TABLE 83.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

		86	ailing V	essels.			8	team V	esols.				Tota	L	
Nature of the Casualties.	whi	esels in ch Lives re Lost.		Lives Lost.		whi	ssels in ch Lives re Lost.		Lives Lost.		whi	esels in ch Lives re Lost,		Lives Lost.	
<b></b>	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
				(	a.) L	lves	Lost i	n Vo	ssols T	otally	Lo	st.			
Foundarings	6	1,986	29	_	29	4	1,241	46	7	53	10	3,207	75	7	82
Strandings	16	11,537	104	1	105	14	12,824	136	30	186	30	24,361	240	81	271
Collisions	11	2,75 <b>7</b>	40	-	40	8	5,995	71	4	75	20	8,752	111	4	115
Other Causes	3	697	2	-	2	1	622	1	2	8	8	1,319	3	2	5
Missing Vessels	24	20,865	351	<b>–</b>	351	8	8,441	162	1	163	82	29,106	513	1	514
TOTAL	59	37,623	528	1	527	36	29,123	416	44	460	93	66,745	942	45	987
				ď)	.) <b>L</b> iv	708	Lost in	Ves	sels Pa	rtiall	y L	ost.			
Strandings	3	2,692	4	_	4	_	_	-	_	_	8	2,692	4	_	4
Collisions	1	99	1	-	1	6	5,464	5	12	17	7	5,563	6	12	18
Other Causes	50	67,221	65	-	65	42	<b>79,</b> 910	50	7	57	92	147,131	115	7	122
TOTAL	54	70,012	70	-	70	48	85,374	<b>6</b> 5	19	74	103	155,386	125	19	144
							(	c.) <b>T</b> c	tal.						
Founderings	8	1,966	29	-	29	4	1,241	46	7	58	10	3,207	75	7	82
Strandings	19	14,339	108	1	109	14	12,824	136	80	166	33	27,053	244	81	275
Collisions	12	2,856	41	_	41	15	11,459	76	16	92	27	14,315	117	16	133
Other Causes	52	67,918	67	-	67	43	80,532	51	9	60	95	148,450	118	9	127
Missing Vessels	24	20,665	351		<b>3</b> 51	8	8,441	162	1	163	32	29,106	513	1	514
TOTAL	113	107,834	596	1	597	84	114,497	471	63	534	197	222,131	1,067	64	1,181

### Deaths at Sea and in Rivers and Harbours.

TABLE 84. Deaths from all Causes everywhere.—Grand Totals:—Statement showing the Total Number of Deaths everywhere in Seagoing Vessels registered in the United Kingdom and in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered), arising from:—
(1.) Shipping Casualties which occurred on or near the Coasts, or in Rivers and Harbours, of the United

Kingdom, or were reported from Abroad, during the Year 1900-1901;
(2.) Accidents other than Wreck or Casualty reported during 1900-1901;

(3.) Disease, Murder, Suicide, &c., reported during 1900-1901; distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.—(Totals of Tables 38, 76, and 77.)

	Deaths	in Sailing	Vessels.	Deaths	in Steam	Vessels.		Total.	
Canse of Death.	Or	₿₩.		Or	ew.		Ore	9 <b>w</b> .	
Could be summer.	Masters and Seamen.	Lascara.	Passen- gers.	Masters and Seamen.	Lascars.	Passen- gers.	Masters and Seamen.	Lascara	Passen- gers.
Wrecks of, and Casualties to, the Vessels	596	-	1	446	25	63	1,042	25	64
Accidents other than Wreck or Casualty	245	-	5	490	61	27	665	61	32
<b>Disease</b> , Murder, Homicide, Suieide, and Unknown Causes $\dots$	274	7	807	756	325	1,203	1,029	332	1,510
TOTAL LOSS OF LIFE EVERYWHERE IN BRITISH REGISTERED SEAGOING MERCHANT VESSELS	1,115	7	513	1,621	411	1,293	2,736	418	1,606

## Shipping Casualties at Sea and in Rivers and Harbours.

Table 85. Grand Totals.—Shipping Casualties everywhere:—Statement showing the Number and Tonnage of all Vessels belonging to the United Kingdom and to British Possessions Abroad (excluding vessels of the Royal Navy) to which Casualties occurred on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 51, 66, 68, 71, and 81, and Notes to Tables 69, 72, and 73.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Co	asualt	ies.	Tota	al Losses.	Seriou	s Casualties.	Minor	Casualties.	7	otal.
			No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
					(	(a.) Sailin	g Ves	sels.		
Founderings	••		88	12,940	_	_	_	_	88	12,940
Strandings	•••		260	37,397	207	47,958	561	123,059	1,028	208,414
Collisions	•••		70	5,906	377	55,816	1,564	204,295	2,011	266,017
Other Causes	•••		22	15,820	412	191,346	847	330,572	1,281	<b>537,73</b> 8
Missing Vessels	•••		28	20,694	_	-	-	-	28	20,694
TOTAL	•••	•••	468	92,757	996	295,120	2,972	657,926	4,436	1,045,803
						(b.) Steam	n Ves	sels.	<u> </u>	
Founderings	•••	•••	17	6,055	-	_	_	_	17	6,055
Strandings	•••		74	66,926	385	415,557	1,074	1,185,087	1,533	1,667,570
Collisions	•••		29	14,449	399	341,482	1,651	1,275,282	2,079	1,631,213
Other Causes	•••		11	3,686	464	500,407	1,102	1,341,758	1,577	1,845,851
Missing Vessels	•••		8	8,441	_	_	_		8	8,441
Total	•••	•••	139	99,557	1,248	1,257,446	3,827	3,802,127	5,214	5,159,130
						(0.)	rotal.		J	
Founderings	•••	•••	105	18,995	_		_	_	105	18,995
Strandings	•••	•••	334	104,323	592	463,515	1,635	1,308,146	2,561	1,875,984
Collisions	•••	•••	99	20,355	776	397,298	3,215	1,479,577	4,090	1,897,230
Other Causes	•••	•••	33	19,506	876	691,753	1,949	1,672,330	2,858	<b>2,</b> 383,589
Missing Vessels	•••	•••	36	29,135	-	_	-	_	36	29,135
Total	•••	•••	607	192,314	2,244	1,552,566	6,799	4,460,053	9,650	6,204,938

Lives Lost by Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 86. Seamen and Passengers Lost by Shipping Casualties everywhere.—Grand Totals:—Statement showing the Number of Lives Lost in Vessels of all Kinds belonging to the United Kingdom and to British Possessions Abroad (excluding vessels of the Royal Navy) by Casualties which occurred to such Vessels on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties elsewhere, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(See also Tables 50, 52, and 75.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

		Sailing	Vesse	ola.			Steam	Vesse:	ls.			T	otal.		
Nature of the Casualties.	wh	essels in aich Lives ere Lost.	Li	ves L	ost.	wh	essels in ich Lives ere Lost.	Li	ves L	ost.	wh	essels in ich Lives ere Lost.	Li	ves L	ost.
	No.	Tonnage.	Crew.	Pas- sen- gers.	Total	No.	Tonnage.	Crew.	Pas- sen- gers.	Total	No.	Tonnage.	Crew.	Pas- sen- gers.	Total
				(a.)	Liv	es I	ost in \	Vess	els '	<b>Tota</b>	11 <b>y</b>	Lost.			
Founderings	23	2,031	76	6	82	5	1,291	47	9	56	28	3,322	123	15.	138
Strandings	22	11,647	113	1	114	15	12,885	146	30	176	37	24,532	259	31	290
Collisions	18	3,000	52	_	52	10	6,061	78	4	82	28	9,061	130	4	134
Other Causes	3	699	5		5	1	622	1	2	3	4	1,321	6	2	8
Missing Vessels	28	20,694	365	_	365	8	8,441	162	1	163	36	29,135	527	1	528
TOTAL	94	38,071	611	7	618	39	29,300	434	46	<b>4</b> 80	133	67,371	1,045	53	1,098
			(	<b>b.</b> )	Live	s Lo	st in V	esse	ls P	arti	ally	Lost.	<u></u> 1		<u></u>
Strandings	5	2,726	7	_	7	_	_			_	5	2,726	7	_	7
Collisions	5	106	10	_	10	6	5,464	5	12	17	11	5,570	15	12	27
Other Causes	81	67,655	110	7	117	51	80,427	60	7	67	132	148,082	170	14	184
TOTAL	91	70,487	127	7	134	57	85,891	65	19	84	148	156,378	192	26	218
			<u> </u>			<u> </u>	(0.)	Tota	al.	!	<u> </u>	<u> </u>	[		<u></u>
TO a desire	23	2,031	76	6	82	5	1,291	47	9	56	28	3,322	123	15	138
Founderings	27		120	1	1 1	!	12,885	146		176	42	27,258	266		
Strandings		14,373 3,106	62	1	121 62	15	11,525	83	16	99	39	14,631	145		297
Collisions	23			7	1 1	16	1		9 10	70	136	149,403			161
Other Causes	84 28	1 1	115 365	•	122 365	<b>52</b> 8	81,049 8,441	61 162		163	36	29,135	176 527		192 528
Missing Vessels	28	20,094			200	•	0,441	102	1	103	30	23,133	321	1	528
TOTAL	185	108,558	738	14	752	96	115,191	199	65	564	281	223,749	1,237	79	1,316

## Inquiries into Shipping Casualties at Home and Abroad.

TABLE 87. Inquiries into the Causes of Shipping Casualties at Home and Abroad.—
Masters' and Officers' Certificates:—Statement showing the RESULTS of INQUIRIES into the Causes of Shipping Casualties ordered to be held at Home during the Year ended 30th June 1901, and the RESULTS of INQUIRIES and NAVAL COURTS held ABROAD of which REPORTS were received during the same Period, showing also the NATURE of the CASUALTIES, and distinguishing, in the Case of Home Inquiries, those held before Magistrates from those held before Inspectors; also the Total Number of Inquiries held in each of the fifteen preceding Years.

preceding Years.												
	Neglect	, &c., of	those or	board.	par	Stow-	dent	and .	nte		don.	
Nature of the Casualties.	Resulting in Cancellation of Certificates.	Resulting in Suspen- sion of Certificates.	Not resulting in Can- cellation or Suspen- sion of Certificates.	Total.	Faulty Construction Unseaworthiness.	Overloading, Bad St age, &c.	Defective or Insufficient Equipments.	Stress of Weather a State of Atmosphere.	Fire and other Accidenta	Cause not stated.	Spontaneous Combustion.	Total.
·	(8.	) Inq	uirie	at I	Iome	befor	e the	Wre	ok C	ommi	ssion	er.
Totals for 1900-1901.  1898-1900.  1898-90  1898-96  1898-96  1898-96  1898-96  1898-96  1898-96  1898-91  1898-92  1898-92  1898-92  1898-90  1898-90	)		iries hel									
1887-88	_2	19 20	10 13	7 32 33	111	2 4 7	_1 _1	12 4	1 1 1	1 8	- 2 1	14 58 54
		<b>(</b> )	.) In	quiri	s at	Hom	e befo	ore M	agist	rates	<b>J.</b>	
Founderings and Abandonments	- - 1 - -	13 1 -	16 4 - 1	29 6  1	1 - - 1	111111	111111	1 2 - -	1 - - 2		111111	5 88 6 -4 3
Totals for 1900-1901	1   1 1 8   1 1	14 81 34 34 36 44 55 58 51 60 64 55 67	25 15 18 17 27 34 27 15 87 89 89 48 42 28 41	38 46 52 51 63 79 63 73 90 90 90 90 90	1 - 1 - 1 2 - 3 - 1 2 - 1	4223556	11	3 18 14 19 10 16 15 8 12 8 14 9 10 21	4555594752889	8 -324452 1 -1 267	- - - - - - - - 1 - - 1 - - 1 - - 1 - - 1 - - 1	61 69 77 75 99 104 115 106 110 112 123 126 119 136
		(	c.) II	riups	les at	Hon	le bef	ore I	nspe	otors.		
Founderings and Abandonments	- - - -	= = = = = = = = = = = = = = = = = = = =	= = = = = = = = = = = = = = = = = = = =	11111	11111	- - - -	= = = = = = = = = = = = = = = = = = = =	- 8 	11111		111111	
Totals for 1900-1901	-:			- - - 1 - 1 - 1 - 5		- - - - - - 5 - - - 1	- - - - 1 - 1	2749 _ 559111234		211122551	-1 -1 1 -1 -1	4 4 7 4 3 8 13 14 5 4 5 13 16
	ļ	(d.	) Inq	uirie	s in I	Britis	h Po	55055	lons .	Abros	d.	
Founderings and Abandonments	=	17 7 =	21 19 	58 26 —	- - - - -	111111		2 7 - 3 -	15 12 2 3		111111	6 56 29 4 6
Totals for 1990-1901.  1899-1900.  1898-999  1897-98  1998-97  1998-97  1895-96  1893-94  1892-93  1892-93  1892-93  1892-93  1892-93  1893-94  1898-90  1898-89	1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	24 22 19 15 22 22 15 22 15 24 26 29 22 28 38 45	40 24 29 34 28 37 29 24 15 29 24 45 46 46 42 55	64 47 50 51 48 60 45 47 30 44 75 62 75 78	-1 -1 -3 -2 -1 -1	- - 1 - - 2 1 - - 1 - - 1 - - 1 - - 1 - - 1 - - 1 - - 1 - - 1 - - 1 - - 1 - - 1 - - 1 -	111 - 52352222122	12 16 16 30 23 22 17 28 19 28 29 23 33 33 22 27 30	23 6 15 20 7 5 15 5 10 16 12 18 9	0408464734544785	11	106 75 89 108 82 95 85 95 75 90 104 135 150

TABLE 87. Inquiries into the Causes of Shipping Casualties at Home and Abroad.—Masters' and Officers' Certificates—continued.

	Neg	lect, &c. of	those on	board.	par	Stow-	ent	pae ,	\$		ģ	1
Nature of the Casualties.	Resulting in Cancellation of Certifi-	cates.  Resulting in Suspension of Certificates.	Not resulting in Can- cellation or Suspen- sion of Certificates.	Total,	Faulty Construction of Unseaworthiness.	Overloading, Bad Sto age, &c.	Defective or Insufficient Equipments.	Stress of Weather as State of Atmosphere.	Fire and other Accidents.	Cause not stated.	Spontaneous Combustion	Total.
				(6,	.) <b>Xa</b> :	val C	ourts	Abro	ad.			
Founderings and Abandonments		.   _	1 _	_		<u> </u>	<u> </u>	_	_	_	_	Í –
Strandings	-	-   1	8	4	_	_	_	_	3	_	-	7
Collisions	-	·	1	1	_	-	_	-	1	-	-	2
Fires and Explosions	-	-   -	-	-	_	_	-	-	_		1	3
Other Casualties	-	·   -	-	-	_	-	-	-	-	-	-	-
Missing Vessels	-	-   -	-	-	-	-	-	-	-	-	-	-
Totals for 1900-1901		- 1	4	5	_		_	_	4	2	1	12
, 1899-1900 ··	-	1 .	14	18	_	_		1	1		_	20
" " 1896-99	-	.   3	7	9	_	_	_	_	2	_	_	11
" " 1897–98   .   .   .   .   .   .   .   .   .	-	-   -	5	5	_	1	_	8	2	_	1	12
" " 189 <b>6-97</b>		- 8	5	8	_	_	_	3	3	2	-	16
" "1895- <b>96</b>	-	-   5	12	17	-	-	1	11	2	<b>-</b>	1	32
" " 189 <del>1 9</del> 5	1	l 4	12	17	-	-	_	6	7	3	_	53
" " 18 <del>93-94</del>	:	3 5	5	12	-	_	1	7	1	1	1	23
. " 1892–93	1	1 5	6	12	1	<u> </u>	-	6	2	-	1	32
" "1891–9 <b>2</b>	1	L 4	8	13	-	1	2	7	_	-	1	24
, , 1890-91		- 3	7	10	1	_	_	10	2	2	_	25
" "188 <del>9-9</del> 0	-	- 5	14	19	1	_	_	8	2	_	2	33
" "188 <del>8-8</del> 9	-	- 2	7	9	1	-	1	13	9	1	_	33
" " 1887–88	-	- 6	8	14	-	-	2	5	2	2	8	28
""189 <b>6</b> -87	-	- 5	7	12	_	1	2	10	4	2	2	33
" "1885–86 ··	-	-   4	13	17	-	-	-	5	2	1	_	25
		<del></del>	<b></b>			(f.) T	otal.					·
Founderings and Abandonments		. ] _	3	2	1 1	l _	<del>  _  </del>	3	5	l _		l n
Strandings		- 31	41	72	-	] _		11	17	1	_	101
Collisions	1	1 -	24	33	_	_	_		2	2	-	37
Fires and Explosions	-	1	-	_	_	_	_	_	2	4	1	7
Other Casualties	-	.   _	-	_	.1	_	_	8	5	_	_	9
Missing Vessels	-	-   -	-	_	1	-	_	_	_	8	_	7
Totals for 1900-1901		l 89	67	107	8	-	<u> </u>	17	31	18	1	173
												168
	١,	57	58	m	1	4	2	32	12	5	1	
" " 1899–1900 · · · ·	. ]	1	58 54	1	•	1	2 2	32 34	12 22	5 9	3	184
" " 1899-1900 " " 1898-99		55	1	111	1	4	Į.		i			
1899-1900 1898-99 1897-98		55	54	111 111	1 2	4 2	2	84	22	9	2	184
" " 1899-1900	1	55 49 - 61	54 56	111 111 107	1 2 1	4 2 4	2 1	54 50	22 27	9	3	184 199
" " 1898-99	3	55 49 - 61	54 56 58	111 111 107 119	1 2 1 1	4 2 4 3	1 -	84 50 45	22 27 19	9 6 12	<b>3</b> 3	184 199 200
1899-1900	1	55 49 - 61 71	54 86 58 84	111 111 107 119 157	1 2 1 1	4 2 4 3 8	2 1 - 4	54 50 45 46	22 27 19 13	9 6 12 11	3 3 1 5	184 199 200 289
1898-99		55 49 - 61 71 3 74	54 56 58 84 69	111 111 107 119 157 146	1 2 1 1 -	4 2 4 3 3 5	2 1  4 8	84 50 45 46 42	22 27 19 13 29	9 6 12 11 14	3 1 5	184 199 200 289 246
		55 61 49 - 61 71 3 74 4 81	54 56 58 84 69 47	111 111 107 119 157 146 182	1 2 1 1 - 2 4	4 2 4 3 8 5	2 1  4 8 11	84 50 45 46 42 50	22 27 19 13 29	9 6 12 11 14 14	3 1 5 —	184 199 200 289 246 237
	3	55 49 - 61 71 3 74 81 4 78	54 86 58 84 69 47	111 111 107 119 157 146 182 141	1 2 1 1 - 2 4 8	4 2 4 3 8 5 13	2 1  4 8 11 3	54 50 45 46 42 50 43	22 27 19 13 29 11 15	9 6 12 11 14 14	3 1 5 — 2	184 199 200 289 246 287 212
		55 49 - 61 71 3 74 4 81 4 78 2 76 -	54 58 58 84 69 47 59	111 107 119 157 146 182 141	1 2 1 1 - 2 4 8 5	4 2 4 3 8 5 13 1	2 1  4 8 11 3 8	54 50 45 46 43 50 48 39	22 27 19 13 29 11 15 23	9 6 12 11 14 14 4 4	3 1 5 - 2 2 5	184 199 200 289 246 237 212 233
	1	55 55 49 - 61 71 8 74 81 4 78 2 76 - 4 80	54 56 58 84 60 47 50 69 81	111 107 119 157 146 182 141 147	1 2 1 1 - 2 4 8 5	4 2 4 3 8 5 18 1 2	2 1  4 8 11 3 8 4	54 50 45 46 42 50 43 39	22 27 19 13 29 11 16 23 25	9 6 12 11 14 14 4 4 8	3 1 5 — 2 2 5	184 199 200 289 246 237 212 233
	1	55	54 56 58 84 69 47 59 69 81	111 111 107 119 157 146 182 141 147 165	1 2 1 1 - 2 4 8 5 1	4 2 4 3 8 5 13 1 2	2 1 	34 50 45 46 42 50 48 39 42 57	22 27 19 13 29 11 15 23 25 25	9 6 12 11 14 14 4 4 8 9	3 1 5 - 2 2 5	184 199 200 289 246 287 212 283 246
		55 55 49 - 61 71 5 74 81 4 78 2 76 - 4 80 1 94 1 88	54 56 58 84 69 47 59 69 81 39	111 111 107 119 157 146 182 141 147 165 184	1 2 1 1 	4 2 4 3 5 18 1 2 1 4 5	2 1  4 8 11 3 8 4 3 6	34 50 45 46 42 50 43 39 42 57	22 27 19 13 29 11 15 23 25 35 21	9 6 12 11 14 14 4 8 9 8	3 1 5 - 2 2 3 5 - 6	184 199 200 289 246 287 212 283 246 506

Inquiries into Breaches of Discipline and Convictions for Criminal Offences.

Table 88. Inquiries respecting Breaches of Discipline.—Masters' and Officers' Certificates:—Statement showing the Results of Proceedings instituted under the Merchant Shipping Acts respecting Breaches of Discipline committed by Masters and Officers of British Merchant Vessels at Home and Abroad during the Year ended 30th June 1901, distinguishing Proceedings held before Tribunals at Home from those held before Tribunals in British Possessions Abroad, and from those held by Naval Courts; also the Total Number of Inquiries held in each of the fifteen preceding Years.

		Number	of Masters	convicted.	Number	of Officers	onvicted.	Total
Nature of Investigation.	Number of Investiga- tions.	Certi	icates.	Censured	Certi	ficates.	Censured	Number of Persons
	шоць.	Cancelled.	Suspended.	Admo- nished.	Cancelled.	Suspended.	Admo- nished.	convicted.
Tribunals at Home Tribunals in British Pos-)	25	1	2	_	3	9	6	21
sessions Abroad Naval Courts	1 21	=	=	_	_	=	2	2
Totals for 1900–1901  " 1899–1900  " 1898–99  " 1897–98  " 1895–96  " 1893–94  " 1892–93  " 1890–91  " 1889–90  " 1888–89  " 1887–88  " 1886–87  " 1885–86	47 40 32 38 42 35 47 47 51 59 57 64 85 68 70	1    2  4 2 3 4 2	2   65628568579883	225424427166266	3 1 1 - 3 3 5 2 4 4 3 1 2	9 14 13 13 10 11 16 11 19 25 29 23 35 29 35 28	8 4 7 5 12 10 12 8 8 5 5 5 7 15	23 21 29 28 32 25 40 31 38 52 42 49 61 54 61

TABLE 89. Convictions for Criminal Offences.—Certificates:—Statement showing the Number of Masters and Officers of the Mercantile Marine whose Certificates were Cancelled or Suspended by the Board of Trade during the Year ended 30th June 1901, in consequence of their having been Convicted of Criminal Offences; also the Total Number of Certificates Cancelled or Suspended for the same reason in each of the fifteen preceding Years.

_	Masters' (	Certificates.	Officers' C	ertificates.	To	PAL,
Sentences.	Cancelled.	Suspended.	Cancelled.	Suspended.	Cancelled.	Suspended.
Fines Imprisonments Penal Servitude	1	<u></u>		=		<u></u>
Totals for 1900–1901  ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	3 -1 2 1 1 2 -1 -3 3 1	1 1 3 - 1 3 - 1 2 - 7 8	2 2 3 1 2 1 2 1 2 1 3 6 2 7	122   21511   11   2	12532423321169310	1 1 3 3 3 2 2 8 1 2 2 1 1 7 10

# APPENDIX A.

STATEMENT showing the Outlying SANDS and ROCKS on the Coasts of the United Kingdom upon which Vessels have Stranded.

APPENDIX A.

STATEMENT showing the outlying SANDS and ROCKS on the Coasts of the United Kingdom upon which Vessels have Stranded.

Name of Sand or Rock.	1891-92.	1892-93.	1893-94.	18 <del>94-9</del> 5.	1895-98.	1896-97.	1897-98.	189 <del>8-99</del> .	'99-1900	1900-0
howter Sand mouth of Direct Tax	3		,				1		}	
Abertay Sand, mouth of River Tay Ailsa Craig, Firth of Clyde			1	•••				ï		
Aldboro' Napes, Suffolk	2			•••		ï	•••			•••
Alterstones Rocks, see May Island			•••	•••			•••	•••		•••
Ants Sand, Lynn Deeps	•••	;	•••	•••	•••		•••	•••		1
Arklow Bank, off Wicklow Arranman's Barrels, Argyllshire		1	ï	1	ï	1	•••	"ï		1
Askew Spit, see Burbo Bank				•••		•••				::
therfield Ledge, Isle of Wight	2	•••	•••			•••	•••	1	8	
Auskerry Island, Orkneys	1	•••	•••	-••	•••	•••	•••	•••	•••	•••
Sacon Ledge, St. Mary's Pool, Scilly Isles			•••	•••	•••	•••	•••	•••	1	
Baggy Leap Rocks, Devonshire Balcenna Rock, Ayrshire			•••	•••	•••	•••	•••	•••	1 1	
Ballylumford Bank, Larne Lough	:::		2	8		2	3	5	î	
Balmerino Bank, River Tay		1	•••	•••	•••	•••	•••	•••	· <u>··</u>	1
Sar Sand, The Wash		;	•••		•••	•••	•••	•••	1	
Barber Sand, Norfolk Barkley Bocks, Co. Down	1	1	•••	1	1	•••	•••	•••	1	]
Barnard Sand, off Kessingland	2	4	• •••	ï	î	2		3	ï	· ;
Barnhourie Bank, Solway Firth				ī	•••	•••	•••	•••		
Sarrels, Pembrokeshire, see Hats and Barrels	";		•••	••;			 g	•••	;	٠,
Barrow Sand, Essex	8	8	•		2	2	6	2	1	]
Seach Rocks, off Leith		ï	•				•••	•••	•••	
Seacon Ledge, Scilly Isles	1	•••		1	•••		•••	•••		
Beacon Rock, off Broadstairs		;	•••	•••	•••	1	•••	•••	•••	]
eacon Rocks, off Sunderland eimar Rock, Firth of Forth		1	•••	•••	ï	2	ï	ï	ï	
ell Rock, off Fifeshire			•••					i		
ellhues Rocks, off River Tyne		•••	•••				2	•••	•••	
embridge Ledge. Isle of Wight	1	3	•••	4	•••	1	•	1		٠٠ ا
sendrick Rock, off Barry sere Island, near Castletown, Co. Cork		•••	•••	ï	•••	•••	•••	•••	1	••
Binelawe Rocks, near Weymouth			•••		•••	•••	•••	***	•••	"
Sinks Sand, entrance to Humber	2	8	2	1	2	2	1	1	8	
Sird or Burial Island, off Cloghy, Co. Down		1	•••	•;	1	•••	•••	•••	•••	•
ishop's Rocks, Scilly ishops and Clerks' Rocks, Pembrokeshire			ï	1	•••	•••	•••	2	•••	
Black Buoy Sand, The Wash						1	•••		•••	
lack Carr Rock, off St. Abb's Head			1	•••	•••	•••	•••	•••	•••	
Black Hall Rocks, Northumberland Black Middens, see Tynemouth Rocks		•••	•••	•••	•••	•••	1	•••	•••	••
Black Rock, Ayrshire			•••	ï	ï	•••	•••	•••	•••	:
Black Rock, Falmouth Harbour			1		ī	•••	•••	••	•••	]
lack Rock, near Galway		•••	•••	•••	•••	1	•••	•••	•••	••
Black Rock, off Omeath, Co. Louth Black Rock. off Portrush, Co. Antrim		•••	•••	•••	•••	ï	•••	1	•••	••
Black Rock Reef, off Yarmouth, Isle of Wight		ï	•••	•••	•••	î	•••	2	ï	••
Black Rocks, off Leith		•••	î	, <b></b>	•••	•••	•••	1		
Black Rock, Co. Wexford		•••	•••	•••	•••	1	•••	•••	•••	••
Blackdyke Rocks, Northumberland Blackstone Rocks, off Start Point		•••	•••	•••		ï	•••	1	•••	••
lackstone Rock, on Start Point	:::		ï	•••	•••					••
Slacktail Spit, see Maplin Sand		•••	•••		•••	•••		•••	•••	
Blackwater Bank, Wexford		1	•••	1	1	1	1	•••	•••	
Blake Rock, off Fifeshire	:::	:::	ï	ï	ï		4	•••	2	
oghacuil Rocks, Jura			•••		•••	•••	•••	1	•••	
ognor Rocks, Sussex			•••		1	•••	•••	•••	•••	••
soiling Reef. see Sanda Island Sondicar Rock, Hauxley, Northumberland	i	•••	•••	ï	ï	•••	•••	 2	ï	••
ono Reef, off Luing Island, Argyllshire			•••		•••	•••	•••			•
orough Bank, Sussex			ï			•••		•••	•••	••
oulder Bank, Sussex	1		•••	•••	•••	•••		1	•••	••
oulmer Rocks, Northumberland owline Rock, R. Shannon	•••	1	•••	•••	1	1	1	5	2	]
o Ruadh Rock, see Skerryvore			•••	•••	•••		•••	•••	•••	••
rake Sand, Kent	6	ï	4	7	16	5	4	6	2	
ramble Sand, Hampshire		5	9	2	•••	8	8	1	•••	
Braunton Sands, North Devon		1 9	•••	•••	•••	•••	1	•••	•••	•••
razil Bank, Liverpool Bay Breast Sand, The Wash		2	•••	•••	•••	•••	ï	2	•••	
rethren Rocks, North of Bressay, Shetland		ï	•••	•••	•••	•••		•••	•••	•••
Brig Head Rock, off Newbiggin					•••	1	•••	•••	••	
riggs Reef, Firth of Forth			1	•••		•••	•••	•••	1	
Briggs Reef, Groomsport, Co. Down		•••	1	2	•••	•••	•••	2	1	1 2

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1891-92.	1892-98.	1898-94.	18 <del>94-9</del> 5.	1895-98.	189 <del>6-9</del> 7.	1897-98.	1898-99.	'99–1900.	1900-0
rimstone Rock, near Linney Head, Pem-	1								<b>)</b>	
brokeshire.	1									_
risons Rocks, off Cornwall road Car Rock, off Cresswell	•••	•••	•••	•••	•••	•••	•••	"i	•••	1
rook Ledge, Isle of Wight			ï	•••	•.•	•••	•••	i	:::	•••
rother Isle, Shetland Isles			1	•••	•••	•••	•••		,	•••
ull Sand, Humber	•••	•••	•••	•••	1	;	•••	ı		1
angar Spit, Sligo Bay arbo Bank, Liverpool Bay	5	 5	ï	8	2	1 4	3	3	8	2
arcom Sand, River Humber	1	1	ĩ	•••	2			ì	2	
urial Island, see Bird Island		•••	;	•••			•••	•••	.;	•••
arnham Flat, Norfolk arn Stool Rocks, St. Andrew's, Fifeshire	2	1	1		1	ï	ï	•••	1	•••
urnt Carr Rocks, Beadnell Bay, North-		•••	•••		•••			•••		ï
umberland.				_						
urnt Islands, Argyllshire ss Bock, off Eyemouth		•••	"i	1	•••	•••	•••	ï	6	•••
axey Sand, Essex	l "i	ï	î	ï	ï	4	2	3	i	ï
iplie Rock, near Anstruther irnbulg Briggs, near Fraserburgh	 2	 2	 1		•••	 4	 2	•••	 1	1
ister Shoal, Norfolk	í	2	î	2	•••	i	í	•••	î	i
olf Islands, off Cape Clear, Co. Cork	i		•••	•••	•••					•••
olf Rocks, entrance to Queenstown Harbour.	1	•••	•••	•••	•••		•••	•••	•••	
our. If Rock, off Dursey Head, Co. Cork					•••			1		•••
lshot Spit, Solent		ì	2	1	•••		ï	•••		3
nnon Rock, Co. Down	1.	•••	•••	1	1		•••	;		•••
nt Sand, Thames Estuary ra Rock, Argyllshire	1	•••	ï	i	•••	1	•••	1	:::	•••
rdiff Sands, Glamorganshire	2	ï		ī	•••		ï	ï	8	4
rdy Rock, off Balbriggan			, 1	•••	•••	•••	•••	1		•••
rr Craig, Firth of Forth		•••	•••	•••	•••	•••	•••	1	l "i	•••
rr Rock, Craster, Northumberland; rr Rock, Milford Haven	:::	ï	•••	•••	•••	•••	•••	•••		•••
rr Rocks, Fifeshire, see North Carrs				•••	•••	•••	•••			•••
rracks The, West of St. Ives		•••	•••	•••	•••	1	•••	;		•••
rrick Bock, Co. Wexford rrickfergus Bank, Co. Antrim	:::		ï	•••	•••		ï	1	:::	•••
rricknamoan Rock, Dungarvan Bay		•••			•••					ï
rrig Rock, entrance to Cork Harbour		•••	•••	•••	•••	•••	•••	•••		1
rrigavadra Rock, off Bear Island, Co.		•••	1	•••	•••	•••	•••	•••	•••	•••
Cork. rrs (South), off North Berwick, see South Carrs.			•••	•••	•••	•••	•••	•••		•••
stey Rocks, near Cayton	l			•••	•••	•••	1			
stle Rock, Aberystwith		1	:•••	•••	·	•••	•••	•••		•••
stle Rocks, Dundalk Bay		•••		•••	•••	•••	•••	•••		1
apel Rock, entrance to R. Wye, Mon. acquer Shoal, entrance to Humber	:::		•••	2	•••	1	•••	1		•••
urch Rocks, off Folkestone			1		•••	•••	•••	•••		
imning Reef, Shetland Isles			1	•••	•••	•••	•••	•••		•••
ippera Rocks, Holyhead		1	•••	•••	•••	•••	1	ï	•••	•••
ck Rock, R. Shannon		•••	•••	•••	ï	•••	•••		•••	•••
ckle Sand, Norfolk		1	••••	1	1	•••	•••	2	1	1
ckspit Scar, Cumberland d Rock, off Brixham		١	•••	•••	•••	•••	•••	ï	•••	•••
d Rock, of Brixnam		•••	•••	•••	•••	ï	•••			
le Rocks, off Bembridge, I. of Wight		•••	1		•••		•••		2	
llie Rocks, off Banff		•••	•••	•••	•••	1	•••	•••	1	
llough Rock, Wexford lly Sgeir Rocks, off Berwick	•••	•••	•••	•••	•••	•••	•••	l "ï		
lumbine Sand, Thames Estuary	•••			•••		ï	•••			
ombes Rock, near entrance to Dart-		1	•••	•••	•••	•••	•••		•••	•••
mouth Harbour.  peland Islands, Co. Down	1	2	2		1	2		1		1
opper Rock, off Blind Harbour, Co. Cork		î					•••		:::	
pperas Rock, Devenshire	1		•••	•••						•••
pt Rocks, near Folkestone	•••	٠	•••	•••	•••	•••		1 1	;	1 1
quet Island, Northumberland ork Sand, Essex	2	ï	2	2	•••		ï	2	1 2	;
prigamore Rock, Kinvarra Bay, Co.		î								
Galway.	1		١.			ļ		1	1	l
orton Sand, Suffolk veeca Skerries, West of Lossiemouth	2	ï	1	•••	•••	•••	•••			••
ow Ledge, St. Mary's Pool, Scilly Isles									l "i	::
aig Rocks, Firth of Forth, see North	:::		:::	:::		:::	:::			
Craig Rocks.	1	l	ŀ	l	1	l		1		!
raig Laggan Beacon, Wigtownshire	•••	ï	•••				•••		1	•••
min Leith Dook of North Donniel	•••		•••	• • • • • • • • • • • • • • • • • • • •		•••	•••		ï	
raig Leith Rock, off North Berwick	1			l	***					
raig Leith Rock, off North Berwick	•••		•••		•••	"ï				1
raig Leith Rock, off North Berwick			ı	Į.	1		1	1	1	

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

	1	1	<del>-</del>			1		 I	1	
Name of Sand or Rock.	1891-92.	1892-93.	1895-94.	18 <del>94</del> -9 <b>5</b> .	1895-96.	1895-97.	1897-98.	1898-99.	' <del>99</del> –1900.	1900-01.
Creswell Skerries, Northumberland			<b></b>	1		1	1			
Crim Rocks, Soilly							1			. <u></u>
Crinan Rocks, Ardrossan Cross Rock, Co. Dublin			•••	•••	•••	2	1	1	2	1
Cross Sand, off Yarmouth	5	:::	l "ï	2	'' <u>'</u>	7	1	6	4	3
Croulin Reef, off Ross-shire				l			···			i
Crow Rock, Co. Cork		1								
Crow Rock, Pembrokeshire				1		ï				
Crow Rock, Estuary of River Torridge Cruden Scars, Aberdeenshire	:::	:::	1 :::							ï
Culver Sands, Bristol Channel		:::	:::		2					
Cutler Sand. Suffolk	1	•••	•••		•••	1				•••
Danger Reef, Glamorganshire									1	
Dasher's Rock, North Devon		1			i					
Dhulic Rock, near Galley Head, Co. Cork							1			
Dillisk Rocks, Clew Bay, Co. Galway Docking Shoal, Norfolk					•••			l "ï	. •••	1
Docking Shoal, Norfolk Dogger Bank, Wexford	2	:::	:::			l "ï		li	:::	:::
Dog Nose Bank, Queenstown Harbour	i	:::	:::				:::			:::
Dog Rocks, off Girvan								1		
Dog's Head Sands, Skegness				1	1					;
Doig Rock, Fifeshire Doombar, Padstow Harbour			l "i	3	ï	ï	i	:::		1 1
Dowsing Sand, Inner, Lincolnshire				ľ	i					, î
Dowsing Sand, Outer				1						ļ
Drake's Island, Plymouth	.   1	1	1	•••			;	1		
Draystone, near Plymouth Druid's Mare Rocks, Devonshire	:::		ï	:::			1	:::	:::	
Drum Sand, Firth of Forth		:::					1	i		1
Ducalia Rocks, Bantry Bay, Co. Cork					1					
Duddon Bank, off Fleetwood		";	2	·;						
Dudgeon Sand, off Norfolk Dumball Sand, King Road	5	1 1	1 2	1	2	6	1	2	l ï	3
Duncan's Rock, Harris, Minch		1		<b></b>		li				
Du Skier Rock, off Skye				1						
Dutchman's Bank, Anglesey		1				2	1			••••
Dyke Spit, off Ramsgate			2	. 1		•••			-	
Eagle Rock, off Ardrossan					1		1		<u> </u>	
Eagle Sand, Essex	:::	ï	1 :::							
Earl Rock, Carlingford Lough								1	•••	
East Mouse, Anglesey				"					2	
Eddystone, off Plymouth Egg Rock, near Combe Martin, Devonshire				1		i	j •••	•••		
Emblestone Rocks, Northumberland		:::		i :::				1 :::	2	
English Grounds, Bristol Channel		2		1	1	1				
English Stones, River Severn		1	l							
Euchar Rocks, off Ayr		";	1							ï
Eyebroughty Rocks, Firth of Forth		1	· · · · ·			"		"	' ""	1
Fairy Rock, off Porthcawl					1					
Farthing Rocks, Galway Bay Fern Islands, Northumberland			l "i	1	2			•••	l "i	3
7913 7 3 3 TRU-AL - 6 TRAL		2	_	l ï	_				1	1
Finnis Rock, Innisheer Island, Galway Bay	:::	:::	:::		:::		:::			ï
Flatholms, Bristol Channel					i					
Forlorn Rock, Co. Wexford							1			
Formby Spit, see Mad Wharf Foulness Sand, off Cromer									ï	
Foulness Spit, off Essex		l "i	:::	l ï			:::	ï	2	l "i
Foulney Island, Morecambe Bay			:::	2						î
Fowler Rock, River Tay						1				
Fundale Rock, Co. Wexford						1				
Gabbard Sand, off Harwich	. 1		1	1		1		•••		
Gable Bank, off Minehead				.;		1	1			
Gainers Rocks, Dungarvan Bay Galloper Sand, Thames Estuary				1 1	l "i		•••			
Garden Rock, off Troon			:::		1	l "ï	:::	:::		
	1	""	1	1	1	1 -	""	i	"	"

91

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Cond on Dark	<del></del>	1 1901 00	1000.00	1000 00	1004 05	1005.00	1000 07	1007.00	1000 00	100 1000	1000 01
Name of Sand or Rock.		1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1808-99.	'99-1900.	1900-01.
Gare Sand, River Tees Garvie Island, East of Cape Wrath	•••		·	·		·	···		1		1
Gimlet Rock, off Pwllheli	•••		1		•••			•••	ï	l "i	•••
Girdler Sand, Thames Estuary			1	2	3	• •••		2	•••	1	2
Girdlestone, near Aberdeen Goldstone Rock, near Holy Island, D	urham		:::	•••	•••	i	1	•••	•••		•••
Goodwick Sands, Pembrokeshire				:::			ï	6	1		•••
Goodwin Sands, Kent Gore Sand, Somersetshire	•••	10	. 13	10	9	11	5 1	5 2	7	13 1	7
Grassholm Island, St. Bride's Bay	•••	.,.		"i		•••			ï		•••
Great Connel Rock, Loch Etive, Argy		1	•••	•••	•••	•••	•••	•••	•••	;	•••
Greenaway Rock, Cornwall Green Grounds, Swansea Bay				•••	ï			•••	ï	1	•••
Grey Rock, Mull Sound		•••		• •••		1		•••	ĩ	2	•••
Groggy Rocks, River Severn Gull Bank, off Ramsgate		•••	••• ′	"i	•••	•••	•••	•••	•••	1	•••
Gunfleet Sand, Thames Estuary		3		5	5	3	4	5	4	3	4
Gunnet Rock, Firth of Forth Gwineas Rock, Cornwall		•••		•••	•••	;	;	•••	1		•••
Gwineas Book, Curhwaii	•••	•		•••	•••	1	1	•••	1	•••	***
•											
Halliday Flats, near Harwich Hamble Spit, Hampshire		·		•••	•••	•••		2	1	1	ï
Hamilton Bank, Spithead	4	ï	•••	•••	•••			•••	•••		
Hammond's Knoll, Norfolk	•••	2	•••	,1	2	2	•••	2	•••		•••
Harbour Rock, Queenstown Harbour Harcus Rocks, off Bamburgh, Nor	thum-	1	•••	•••	ï		•••	•••	•••		•••
berland. Harry Furlong's Rocks, Anglesey		2		ľ . l	1						
Hasborough Sand, Norfolk	•••	11	10	5	4	7	6	9	5	8	4
Hats and Barrels, Pembrokeshire		1			•••	1	1			••;	•••
Hebbles Sand, River Humber Helbre Rocks, Cheshire	•••		3	1	3	2	2	4	1	4	
Hellyhunter Rock, Carlingford Lou-		:::	•		ï	•••		ï			•••
Helwick Sands, Glamorganshire			•	•••	1	•••	2	•••			•••
Hen and Chickens Rocks, Firth of Hendon Rocks, near Sunderland		1 1	· ·		2	1	ï		2 1	ï	•••
Hepburn Shoal, see Tynemouth Roc						•••				•••	•••
Herd Sand, Durham Herring Rock, River Shannon		···.	••••		•••	1	•••		 1	•••	•••
Herwit Rock, off Inchkeith	•••	`	•••	•••	•••	•••	•••			ï	•••
Heskier Isles, N. Uist	•••		•••	2	•••	•••	•••		•••		•••
Hettle Car Rock, Berwickshire Highland Rock, see Maidens	•••		•••		1	•••	•••	:::	•••	1	•••
Holm Sand, Suffolk	•••	. 2	6	· 1	•••	2		ï	3	1	ï
Holme Sand, River Humber Hook Sand, Bristol Channel	. •••	3	•••	2	4	•••	•••	-:;	1	1 1	
Hook Sand, Poole	•••	3		•••	ï	2	2	1 2	 2		2
Hook Sand, Margate			1	· ·	1	1	•••		•••	1	••••
Horse Bank, Solent Horse Bank, Southport, Lancachire	•••			•••	1	"i	1	•••	•••	"ï	ï
Horse Bridge Rocks, S. of Newbigg			•••	•••	•••		ï	•••	•••		
Horse Island, off Muck Island, Hebi	rides		•••	•••	1	•••	•••	•••	•••		•••
Horse Isle, near Ardrossan Horse Rock, Ramsey Sound	•••	2	•••	ï	1	•••	•••	•••	"i	•••	•••
Horse Shoe Shoal, near Broughty F				1 .	•••	•••	•••	•••	•••		1
Hough Skerries, off Tiree Island, A	Argyll-	1	•••	•••	•••	•••	•••	•••	1	•••	***
How Ledge, Colwell Bay, Isle of Wi	ight		2	1	•••	1		•••			•••
How Rock, Bridgwater Bay Hoyle Sands, East and West, Liverpo		7	iö	18	 15	28	iï	iï	19	1 7	21
Hull Middle Sand, off Hull				•••				•••	•••		ī
Hull Sand, The Wash	•••		•••	•••	•••	•••	-1	-1	2	1	•••,
•							·				
											:
Illaunee Rocks, Donegal Bay	 1. 10:4.					1		•••	•••		•••
Incheolm (including the Middens), C Inchkeith, Firth of Forth		ï	2	2		 2	i 1	·	"i	2	2
Inishinny Island, Co. Donegal		î						·			• • • • • • • • • • • • • • • • • • • •
Ireland's Eye, Co. Dublin		1		•••	•••		•••	•••	•••	•••	•••
Irishman Spit, Menai Strait Iron Rock Ledges, Arran Island, F				•••	:::	•••		•••	•••	1 1	•••
Clyde.	<b>v</b> a	"	1	•••	'''		'''		""	•	
Island Dunn, Firth of Lorn Isle of May, see May Island	· · · · · ·	•••	1	•••		•••		•••	•••	•••	•••
••••••						1					
			}								
•											
Jack's Reef, near Stronsay Pier, Or	kney			•••			•••	1	•••		•••
Jemina Rock, Canna, Hebrides Jenkin Sand, Kent	•••	ï		•••	1	•••	•••	•••	•••	•••	•••
Jordon Flats, Lancashire			i ï	•••		ï		•••	•••	•••	•••
•		i i	١.	1	ı,	[	l I			l l	

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

	1	1								l
Name of Sand or Rock.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1893-99.	' <del>99</del> –1900.	1900-01.
Kailyard Rock, near the entrance to Leith Harbour.		1	<b></b>	<b></b> .		•••				
Kedge Island, Baltimore Bay, Co. Cork	1			.,.						
Keel Rock, Dartmouth	•••		;		•••	•••	2			•••
Kenfig Sands, Bristol Channel			1	i i	•••	ï	•••			1
Kentish Knock, Essex		3	3	3	3	· 2	1		1	2
Ketel Boton Rock, near Land's End Kimmeridge Ledges, Dorset	3	ï		· ···	1	•••	ï	 1		2
Kish Bank, Dublin		î	ï					2		
Kitburn Rock, Co. Dublin			1		•••					
Knavestone Rock, see Fern Islands Knock Sand, near Boston Bar, Lincolnshire				} :::	•••	:::		ï		•••
Knock Sand, Thames Estuary	i	•••	:::	ï	ï	2	2			<b>.</b>
Knott Bank, off Fleetwood					2	2				
•				1				1		
			]			ļ		ł		I
•										
Tall III of m				ļ						t
Lady Isle, off Troon Lappoch Rock, Ayrshire		1			•••		•••			ï
Lavan Sands, Carnarvonshire			;	1	•••	1	1	7	2	1
Lea Rock, off Dursey Head, Co. Cork Le Jeffrey Rock, off Annet Island, Scilly	:::		1		•••	:::				ï
Isles.	1		···			'''		_		
Leigh Middle Sand, Essex Leman and Ower Sand, off Norfolk	2	3	 5	4	2	''4	 5	1	3	
Lightning Knoll, Morecambe Bay					•••					1
Limekiln Rock, Fifeshire			1		•••	•••	•••	•••	•••	
Lime Wharf Bank, Cheshire Little Car Rock, off Craster		•••			•••	···		"i		1
Little Herwit Rock, South East of Inch-	1		•••	1	•••					
keith. Little Ross Island, Kirkcudbrightshire	1				•••					ī
Long Bank, off Rosslare		•••			•••			ï		i
Long Craig Rock, near Kirkcaldy		1 1	•••		•••		•••	••;	•••	· •••
Long Nab Rock, Yorkshire Long Robin Rock, off Kirkeudbright	:::	•••	ï	•••	•••			1		i :::
Long Rock, near Ballywalter, Co. Down			•••		•••		1	•••		,
Long Sand, Essex Long Sand, Lynn Well	5	2	6 4	1	1	3	4	4	1	' 1
Long Sand, Lynn Well Longnose Ledge, near Margate		i	i	ï	5	2	3		i	4
Longships Rocks, Cornwall	2				1			1		
Longstone Rocks, see Fern Islands Low Lee Rocks, Mount's Bay			•••	•••	•••		ï			ļ
Lowsy Rocks, off Baltimore, Co. Cork			1		•••					•••
Lugo Rock, off St. Mawes, Cornwall Lye Rock, Cornwall			1	1	•••			•••	•••	
Lymington Banks, Hampshire					•••		•••			ï
										! !
McKenny Bank, Lough Foyle	1		2	<b></b> `		1			·	
Mackenzie's Rocks, see Skerryvore			•••		•••	•••		•••	•••	•••
Mad Wharf and Formby Spit, Liverpool Bay.	1	"	•••	•••	•••	•••	1	•••	•••	
Maenheere Rock, off the Lizard	•••	1		•••	1	1	1	•••		
Maen Bugail Rock, Carnarvonshire Maen Piscar Rocks, off Holyhead	***	:::			ï					1
Mag Rocks, Devonshire			•••	•••	•••		1	1	• • • • • • • • • • • • • • • • • • • •	
Maiden Island, near Oban Maiden Rocks, off Co. Antrim	i i		•••	•••	ï	"ï	3	1	•••	i
Maiden Bower Rocks, Scilly				•••				ï	•••	
Manacles Rocks, Cornwall Maplin Sand, including the Blacktail Spit,	1 8	1 5	1 8	3 3	 7		 5	3 6	3	
Essex. Mare Tail Sand, The Wash	<b></b>			1	<b></b>		•••		•••	
Margate Sands, Kent	3		ï	•••	2	1	•••	2	1	2
May Island, Firth of Forth Mere Rocks, off Exmouth	1		•••		•••	•••	 1	i	1	•••
Mewstone Rock, Plymouth Sound		:::			•••		î	•••		•••
Middle Bank, off Dundee Middle Bank, Lough Foyle	3		"i	•••	 l	•••	•••	1	•••	·
Middle Bank, Lough Larne		2	4	•••	•••	•••	•••	2	ï	•••
Middle Bank, The Wash			•••	•••	•••	•••	•••		1	•••
Middle Grounds, Bristol Channel  Middle Mouse, off Cemaes, Anglesey	ï		•••	•••	"i	•••	"i	•••	•••	1
Middle Ridge, entrance to R. Torridge					ī	3			2	•••
Middle Sand, Essex, see Swin Middle Sand Middle Sand, River Humber	ï	3		·	 2	"i	3		"i	•••
Middle Sand, Thames Estuary								3		2 1.
Mixen Shoal, near the Owers, Sussex				<b></b> " ]	1		•••		•••	•••
Mixen Sand, near the Mumbles Money Rocks, Porthallow, Cornwall			•••		1	•••	•••		 1	
money Locks, Porthattow, Cornwait	•••••	"		"	•••	•••	"		•	•••
:										

93

## STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1891-92.	1892-93.	1898-94.	1894-95.	18 <b>95-96</b> .	1896-97.	1897-98.	1898-99.	<b>'99–19</b> 00.	1900-01.
Ionkstone, Bristol Channel	· 1		•••	٠	1	•••	.1	2	1	
Iorris Rock, Torbay	•••	1	•	•••	•••		•••			
fort Bank, Morecambe Bay If orte Stone, off Morte Point, Devonshire	•••	ï	1	• • • •	ï				:::	
Iother Bank, Solent	•••	i					• •••			
Iouse Sand, Mouth of Thames	•••	3	3		•••		•••	1	ì	2
fouse Trap Rock, Lundy Island Iuglins Rocks, off Dalkey Island	•••		:::		•••	1	ï	ï		
Inlyin Rocks, off the Lizard	•••				ï					
Jussel Scarp, see Tynemouth Rocks	•::		•••		•••		•••			
futton Island, Galway Bay	. 3	1		!	•••	•••	• •			
		]		1		. '				 
										Ì
					_					
Wash Sand, Glamorganshire	1	3	1	1	1	5	•••	2	3	
Weedle Rock, off Lundy Island Wewcombe Sand, near Dungeness	•••	:::	ï	1 :::	•••	:::		ï	2	ï
lewcome Sand, Suffolk	4	3	4	8	10	6	11	6	8	3
Newman Rocks, off St. Mary's. Scilly	•••		• •••	•••	•••	} ··•	1			i i
Newtown Gravel Banks, Isle of Wight licholas Rocks, off Ayr	• • • •	1	:::			ï		:::	:::	l
ligg Sands, Cromarty	•••	i		2		]		1		
limble Rock, Devonshire	••;			l	•••		1	1		-;
To Man's Land, Solent	4	2	3	ï	6	3	4	2	6	1 6
forth Bank, Liverpool Bay	•••									1
Jorth Bank, off Silloth	"i	1 1	ï		•••		1 2	1 1	•••	;
Forth Carr Rock, Fifeshire  Forth Craig Rocks, Firth of Forth		1			:::				l "i	1
orth Rock, County Down	•••					2	l ï		1	
North Sand, Great Yarmouth	•••		1	1	1	1	•••		•••	•••
No. Com J. Who was February	,									
Daze Sand, Thames Estuary Ditir Rock, Branahuie Bay, Lewis Island	1		1	· · · · · · · · · · · · · · · · · · ·	ï	:::	1	1		1
old Harry Ledge, off Poole								1		
one Fathom Bank, Bristol Channel	•;		·		•••	1				1
Otter Bank, Loch Fyne Otter Rock, off Islay	1	:::	:::		ï	:::	•••		:::	
wers Sand, Sussex	ï	ï	ï	ï	i	! :::		ï		
excar Bank and Rocks, Firth of Forth	•••		·	•••		1	1	2	1	1
Ox Rock, near Elie Ness, Fifeshire Ox Rocks, Wigtownshire		1	ï					···	•••	•••
Oveter Rock, Strangford Lough		1						ï		
ysters Rocks, off Porthdynllaen	i		1 .	••• •	•••		•••			
an Sand, Whitstable		1	1	1	1	1				
Patch Sand, entrance to River Dee	1		ï							•••
Patterson Rock, off Sanda, Cantyre							:::	ï		
Pear Tree Rocks, near Start Point	<b></b>					1				
Penlas Rock, Holyhead Pennington Spit, Solent	···	2	7	4	•••	4	2	1 "4	2	l "i
Pentland Skerries	î			i	2		1			ĺ
Pladda Lug, Ballyquintin	••• ·	·		- 1						
Pladda Reef, Firth of Clyde	 3	·;;			";	1				1 1
Platters Rocks, Holyhead Harbour Platters Rocks, Skerries, Anglesey		1	1		2	8 2	8		4	3
latters Sand, off Landguard Fort, Suffolk	ï		·	·	:::					
Plough Rock, near Holy Island, Durham	• •••		1	1		1 ";		1		
Polanfbeinn Rock, Sound of Islay	ï	:::				1			"i	
ole Sand, Exmouth	î	ï	4	ï		4	ï	3		
Protector Shoals, off coast of Lincolnshire	•••					1	٠	;	;	
Proud Foot Rock, Wick Bay Puffin Island, Anglesey	•••	2		ï	•••		•••	1	I	
ulleys Rock, entrance to R. Torridge	•••				5				i i	ï
ye Sand, Essex						i	i	:::		î
· ·	1	1	1	L	٠.	1			1	
	I	1	1 .	Γ.	<b>l</b>	1 ::	1	į.		l ·
	ł									
		' '		1	ļ					
querns, off Ramsgate			1	1	1					

## STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1891-	22. 1892-98.	1898-94.	1894-95.	1895-98.	1896 97.	1897-08.	1898-99.	99–1900.	1900-01.
Rabbit Island, Galway			1		<b></b> .					1
Ragged Island, Smith's Sound, Scilly Ranie Spit, Glamorganshire		1 1	ï	***	•••		***	ï	•••	"ï
Rathlee Rocks, Killala Bay, Co. Mayo					• • • • • • • • • • • • • • • • • • • •	i				
Rattray Briggs, Aberdeenshire		. 2	1	1	1	1	1	1		
Raymond Rock. Mount's Bay Redcar Rocks, Yorkshire	7	1 4	i ï	3	· ï	1 1		3		2
Red Sand, Thames Estuary		li	3				ĩ		:::	ī
Red Stones, near Helbre Island			1	. •••	;		;			1
Rennies Rocks, Looe Island, Cornwall Reny Rocks, Devonshire		:::			1	:::	1		:::	1
Ridge Bank, off Harwich					•••		ì			
Ridge Sand, Kent		1		•••	ï		•••			•••
Ridge, Holy Island, Durham Riff Bank, Moray Firth			:::	•••	i		•••			•••
Rill Head Rocks, near the Lizard					•••		1			•••
Rinana Shoal, R. Shannon Rinboy Rock, Co. Donegal					•••	i "i	1		:::	•••
Ring Rock, S. Uist			l "i							
Rip Rap Bank, Liverpool Bay	;			5	•••		1		1	1
Roar Sand, Kent Roaring Middle Sand, The Wash		:::	1		1		•••	:::	1 1	1
Robin Rigg Bank, Solway Firth					•••		•••		3	ï
Rodger Rocks, Haddingtonshire					•••	;	1			•••
Roger Sand, Lynn Deeps Rosse Spit, off Saltfleet, Lincolnshire	2	:::	1 1	· · · ·	ï	1	1 2			••
Rough Sands, Lower, off Harwich	]				•••				ï	••
Row Rocks, off Castletownsend, Co. Co Rowans Rocks, off Howth		•••		•••	ï	•••	1	•••	•••	
Rowans Rocks, off Howth Ruer Vore, Islay			:::			l "i	•••		:::	***
Rumble Rock, Shetland Isles			]		1		•••			•••
Rundlestone Rock, Cornwall Rusk Bank, Wexford	3	•••	1	•••	2	•••	•••	•••	1	•••
Ryde Sands, Isle of Wight	i	2	2	ï	•••		·:	5	 5	10
				<b>]</b>						
•										
St. Catherine's Rock, near Inchkeith St. Mary's Island, Northumberland	1	i i		ï	ï		"i	ï		ï
St. Patrick's Causeway, see Sarn Badrig						•••	•		•••	
St. Patrick's Rocks, Killala Bay, Co. Ma		1			. •••		•••	•••	•••	•••
St. Patrick's Rocks, Co. Down Salisbury Bank, River Dec. Flintshire	'i	. •••		2	ï	•••	ï	•••	1	ï
Salt Rock, Strangford Lough		***	ï		•••			•••	•••	•••
Saltee Island, off Co. Wexford					1	•••	•••	1	;	•••
Salthouse Bank, near Lytham Salt Scars. Yorkshire, see Redoar Rocks	1	1	:::	•••	•••		•••	•••	1	•••
Sand Haile Bank. Lincolnshire	3	. 2	•••	ï	•••		•••	•••	1	1
Sanda Island, Campbeltown	···  . ···	1			•••	2	ï	•••	1	•••
Banigar Sand, River Severn Barn Badrig or St. Patrick's Causewa	у.	3	ï		ï		i	•••	•••	•••
Cardigan Bay.	•	1								
Saunton Sands, North Devon Scart Rocks, off Malin Head		] ]			•••	ï	•••	•••	•••	•••
Scarweather Sands, Bristol Channel	i	ï	•••		i	î		•••	•••	ï
Scotchman Rock, Cloghy Bay				1	•••		•••			•••
Scotstoun Briggs, Aberdeenshire Scoughall Rocks, Haddingtonshire		2	•••		ï	2	•••	1	ï	•••
Scroby Sand, off Great Yarmouth	4	4	ii	7	6	8	3	i	6	2
Seal Carr Ledge, N. of Berwick Seal Skerries, off Dennis Head, N. Rona	id	•••	•••	•••	•••	1	 1	"ï	•••	•••
shay, Orkneys.	ıa-	"	•••	•••	•••	•••				•••
Seaton Sea Rocks, near Blyth		•••				.;	1	4	1	2
Selker Rocks, Cumberland Seven Stones, Land's End	i	ï	:::		•••	1	ï	•••		•••
sgeirvore Rock, entrance to Stornow								•••	ï	•••
Harbour. Shag Rocks, Scilly Isles	1									
Shambles Shoal, off Portland		***			•••	•••	ï	•••	•••	ï
Sheep Island, Rathlin Sound	] 1					•••		1		•••
Sheerness Middle Sand Shepherdine Sands, R. Severn	. 1	•••		•••	. •••	•••	•••	 1	 3	2
Sherringham Shoal, Norfolk		:::	· "i	ï	•••	•••	•••	i	i	•••
Shingles, Thames Estuary	2	2		8	1	1	2	2	ī	1
Shingles Reef, Hants Shipwash Sand, Suffolk	2   1	1 8	8	3 3	<b>4</b> 5	1 8	1	3 4	2	1 5
Shoeburyness Sands	1	l i	8	4	· i	4	•••	3		•••
Shuna Island, Loch Linnhe			. 1	•••	·		•••	•••	•••	•••
Silloth Bank, Cumberland Sizewell Bank, Suffolk		ï	. 1 .	ï	· "2		2 2	4	::	ï
kate Bank, Inverness Firth									:	î
Skelligs Rocks, off Co. Kerry		2	•••	•••	•••		•••	•••		•••
Skerries, Anglesey Skerries, Dublin		1 1	1 2	1	• !•		•••	***	:	1
Skerry Rock, near Peterhead							•••	•••		ï
Skerryvore Rocks, Argyllshire			•••	. <b></b> .[	. •••	••• .		2	;	•••
Skitter Sand, Humber	••• •••		••• .	. 2	•••	••• }	1	•••	1	3
		,					1	ι	•	

STATEMENT of outlying SANDs and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.		1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	'99-1900.	1900-01.
			1		2	2		1	1		
Skomar Island, near Milford Haven Smalls Rocks, Pembrokeshire		ï		•••	•••	•••	2 1	•••	-:: 1		2
Smith's Bank, off Walmer				•••		ï					
Smith's Knoll, near Hasborough Sand		•••		•••		•••	•••	1	•••		
Smithic Sand, Bridlington		•••	2	••;	1	3	3	•;		2	1
Society Bank, Firth of Forth South Carr Rocks, Firth of Forth			1	1	•••	•••		1	•••	î	i
South Rock, Co. Down					î		•••	2			
Sow and Pigs Rocks, Blyth		3	1	1	1		•••	2			1
Spaniard Sand, Kent Spencer Spit, Liverpool Bay	:::	•••		1 1		1 	:::	•••		•••	. ï
Spike Bank, Queenstown Harbour											ĩ
Spit Bank, Queenstown Harbour		1			1	1	1	1			•••
Spit Sand, Bristol Channel Splough Rock, Co. Wexford		1	•••		"i	•••	•••	•••	•••		
Sprat Ridge, entrance to R. Torridge	::: }	•••				 2	5	•••	ï	ï	ï
Stag Rock, near Cape Wrath		•••						1			•••
Stag Rocks, Co. Cork		•••	 2	2		 1	•••	•••			ï
Stag Bock, Cornwall Staples Rock, off Crail, Fifeshire		•••					ï			ï	
Steepholm, Bristol Channel		•••								ī	
Stiffkey Sands, Norfolk		•••				1					
Stroma Skerries, Caithness Sully Island, Glamorganshire		•••			"ï	"i	$\frac{2}{1}$	1	1		
Sully Ledge, Bristol Channel		•••	2	i i		l			<u> </u>	:::	:::
lunk Sand, Essex		1							2	2	
Sunk Sand. River Humber		1		1		.;;		1		2	
Swadman Rock, off Bamburgh Swellies Rocks, Menai Straits		•••	1	ï	3	2	···		 2	l :::	
Swin Middle Sand, Thames Estuary		2	2	2	4.	3	3	5	1	2	3
win Spitway, Essex. see Buxey Sand	"	•••									
											1
Failor's Rock, off Mull Faylor Bank, Liverpool Bay	•••	 3		1 3	3	 2	ï			1 "4	ï
Tavay Island, Loch Erisort, Hebrides		ĭ	:::						:::		1
Thiel Rock, off Elie, Fifeshire		•••				1		•••			
Thorn Island, entrance to Milford Hav		•••	1 1	1.	•••						
Thorpe Rocks, Suffolk Three Fathoms Bank, off Maryport		•••	1			:::	ï		:::		
Three Kings Books, Cromarty Firth		•••			:::	:::	î	:::	:::		
Three Stone Ore, Cornwall		•••		1			1	1	2	1	<b> </b>
Pinga Skerry, Yell Sound, Shetland Is Finker Rocks, Totland Bay, Isle of Wig	Tes	•••	ï			1	•••				
Coe Rocks, Milford Haven		•••	! i		ï	l ï	:::	:::	ï		:::
Coft Sand, Lynn Deeps		•••					ï				
Congue Sand, Kent		•••	2	1	1	3	3	2		1	2
for Rocks, near Ilfracombe Frinity Sand, River Humber			''i	3		•••	1 2	''ï	] '';		
Tuskar Rock, Wexford	:::				ï	l :::	2	l î		:::	:::
Tusker Rock, Glamorganshire		1	1	1							
Synemouth Rocks, Northumberland,		3	2	3	2	4	2	1		2	3
cluding the Black Middens, Batte Rocks, Hepburn Shoal, Prior's Rock	ka.			ł			į	!		ł	1
and Mussel Scarp.	_,		!	l		!	1	·	l	1	l
Typet Ledge, Isle of Wight	***	•••		•••			1				
Milan Basha and Balanca di ana											_
Udder Rocks, off Polperro, Cornwall Upgang Rocks, near Whitby			•••				i				1
Jachaf Rock, Penglegyr Point, Pembrol	ke-	•••	ï	:::	:::		:::	:::	] :::		]
shire.			1	1		ł	1			"	l
Jak Patch, Bristol Channel		•••			1				1		
Jama Saud Vant				_		_	_	_			
Varne Sand, Kent		 1		1		1	. 1	1		•	
Vickillane Isld., Blaskets			:::				:::	l "ï		1 :::	:::
		•••		ï							
		•••					4				
	"							l	1	i	ł
Vilt Bank, off Falmouth							1				<u>-</u>
Wallace Rock, off Dunbar Walney Island, Lancashire		<sub>2</sub>	 1		 1		1	 	·	 1	 8
Wallace Rock, off Dunbar Walney Island, Lancashire Warden Ledge, Isle of Wight				:		1	··i	1	ŧ		
Wallace Rock, off Dunbar Walney Island, Lancashire		2	1	·	1					1	8

96

STATEMENT of outlying SANDS and ROCKS upon which vessels have Stranded.—cont.

Name of Sand or Rock.	11891-92.	1892-93.	1893-94.	18 <del>94-9</del> 6.	18 <b>95-9</b> 6.	1896-97.	<b>1897-98</b> .	1 <del>898-9</del> 9.	' <del>99</del> –1900.	1900-01.
Welloe Rock, Mount's Bay	. 1									•••
Wells Sands, Norfolk		3	1	1		***				1
Welsh Sands, Bristol Channel		1			8					•••
West Mouse Rocks, off Anglesey								1		•••
West Rocks, off Harwich	.	2	1	1		l			1 1	1
West Vows Rocks, Firth of Forth				1	1					
Whale Back Rock, near Lossiemouth	. 1									•••
Wheat Rocks, near Ballycottin	.		l		<b></b>		l	1		
Wheat Rock, Sligo Bay							1			•••
Whitburn Steel, Durham	. 1	4	1	2			2	2	2	5
Whitby Sands and Rocks, Yorkshire	. i	1		1	1	1	5	1	2	2
White Rocks, Ardrossan				•••	•••					1
Whiteness Rocks, near Kingsgate						•••		i		•••
Whitestones, off Sunderland			i		•••	***		2		•••
White Stones Rocks, Banffshire		:::		•••	•••	•••		l	i	
Whiting Sand, Suffolk		l "i	:::	•••	ï			l		•••
Whitaker Spit, Essex		l	ï	•••		•••	ï	ï		2
Whitima Wine Dook was Ashusadh		1	I -		ï				:::	-
White Cand Wanthambaniand	1		•••	•••		ï	•••	:::		•••
17:1 30 - D - L- 17- 33: L:			l "ï	•••	•••	_	•••	l '''	1 77 1	
			1	•••	***	•••	•••	***		ï
EFF. 4. This . NY .8.11		•••	ï	•••	ï	ï	ï		•••	_
Walasa Daalaa Daistal Channal		•••	-	•••	_		i	2	ï	•••
	- 1	•••	1	•••	•••	•••	i	- I	- 1	•••
Woollens Rocks, off Penzance			•••	1	•••	•••	1	•••		•••
Woolpack Ridge, The Wash		1	•••	•••	•••	2	-	•••	•••	ï
Wootton Rocks, Isle of Wight	••••	•••	· <u>··</u>	•••	•••	•••	3	•••		i
Workington Bank, Solway Firth			1	•••	•••	•••		•••		-
Wras Rocks, Crow Bar, St. Mary's, Scilly	-	•••	•••	••	•••	•••	•••	1	•••	•••
Fantlet Flats, River Thames			1			4	•			•••
Yaw Rock, near the Dodman, Cornwall	• • • • • • • • • • • • • • • • • • • •	 2		•••	***		ï		:::	•••
- A D - L - C D	ï		•••	•••	•••	•••			:::	•••
Inys Groes Rocks, Carnarvon Bay	1	•••	•••	•••	•••	•••	•••	•••	***	•••
Zebra Flate, Liverpool Bay	•••	3	1	•••	•••	. 1	•••	•••		•••
Totals	264	266	292	270	281	286	274	30 <del>4</del>	246	277

# APPENDIX B.

Table 1.—Statement of Casualties, &c. in Rivers and Harbours of the United Kingdom.

Table 2.—Statement of Casualties, &c. in Rivers and Harbours Abroad.

## APPENDIX B.

TABLE 1.—STATEMENT showing the RIVERS AND HARBOURS OF THE UNITED KINGDOM in which Shipping Casualties occurred during the Year ended 30th June 1901, and showing also the Nature of the Casualties, and whether resulting in Total or Partial Loss of Vessel, together with the Number of Vessels which met with Casualties, and the Number of Lives Lost by such Casualties, and further distinguishing British Vessels from Foreign Vessels, and Sailing Vessels from Steam Vessels.

(River casualties, when no limits are mentioned, include all casualties that happened above the mouths of the Rivers.)

			ı.J	Results	of Cas	nalties	Nat	ure of	Casualt	ies.	Desc	ription	of Ves	sels.	ssels.	set.
Name of Riv	er or F	Iarbour.		sses,	Losses.		ings.	198	18.	auses	Brit	ish.	Fore	ign.	o. of Vessels.	No. of Lives Lost.
				Total Losses,	Partial I	Total.	Founderings,	Strandings.	Collisions.	Other Causes	Sailing.	Steam.	Sailing.	Steam.	Total No.	No. of 1
Aberdeen					1	1		)	1	1		2			2 5	
Amble	***		•••	***	4	4	***	1	1	1 3	1 3	2		2	4	***
Amlwch Anstruther	***		•••		3	3		î	ï	1	3		1		4	
Arbroath			•••		ĩ	1			1		1	1	***	***	2	**
Ardrossan					9	9		6	30	5	9 26	65	3	1 2	10 96	***
Avon (Bristol)	•••		•••		61	61 2	•••	26 		2	1	1			2	::
Ayr	•••	•••	•••		2		•••	•••	•••	آ ا		-	•••			
Bangor		•••			8	3		3	•••	<b>.</b>	1	2		 2	3 8	
arrow-in-Furn	e <b>88</b>	•••	•••		8 73	8 73	• •	7 33	 35	1 5	3 5	3 71		31	110	•
arry Dock elfast	•••		•••	ï	73	/3 8	•••	1	6	i	3	ii			14	
Blackwater	•••		•••		1	1	•••	1			1	•••		:	1	••
lyth			•••		4	4	•••	1 ,	3	;		4	"i	3	7	
orrowstoness	•••	•••	•••	•••	1	1 2	•••	2	•••	1	•••	ï		ï	2	
oston	•••		•••		2 1	1	•••		•••	ï	ï		•••		1	
ridport rixham	•••		•••	:::	15	15		•••	14	ī	29				29	
rue. Somersetsl			•••		2	2		1	1	•••	2	1			3	
suckie	•••		•••	"	1	1	•••	•••	•••	1	1	•••	•••	•••	1	••
ampheltown		•	•••		1 63	1 63		1 24	 29	 10	 13	1 42	 14	 26	1 95	•-
ardiff	•••		•••		1	ĭ	•••	1				1			1	
arrickfergus arron	•••		•••		17	17	•••	3	13	1	5	16	6	7	34	
astletown	•••		•••		1	1	•••		1		2	•••	•••		2 1	
leddau	•••	•••	•••		1	1	•••	1 26	22	 10	1 8	62	2	9	81	) !
lyde	•••		•••		58 5	58 5	•••		4	10	7	1		i	9	
olne onway	•••		•••	i i	6	7	•••			2	2	3	2	•••	7	
onway ork, <i>see</i> Lee.	•••	•••	•••	-	,											
romarty		•••	•••		1	1		•••	1		2	•••	•••	•••	2 14	••
rouch	•••	•••	•••		7	7	•••	•••	7	•••	14	•••	•••	•••	17	 
Dart		•••	•••		1	1 4	•••	 2	1 2		1.	1	•••	·	2 6	
ee	•••		•••	ï	4	i	•••	î		•••	ĭ				1	
erg (Lough)	•••		•••		ï	1				i	•••	1			1	••
onaghadee			•••		1	1	•••	1	•••			1		•••	1 7	••
ouglas	•••	•••	•••		4	8	•••	1 3	3 2	 3		7 5	ï	•••	15	
over	•••		•••		8	3	•••	3				2	i	•••	3	•
unbar undalk	•••		•••		1	1	•••	i		•••		1			1	
undee	•••		•••		3	3	•••		2	1		5	;	•••	5 2	
ysart			•••		1	1	•••	•••	1	•••	1	•••	1	•••	z	••
xe	:. <b>.</b>	•••	•••		1	1	•••			1	1	 1		•••	1 1	
yemouth	•••		•••		1	1	•••	•••	•••	1	•••	1	•••	•••	•	••
almouth			•••		5 1	5 1	•••	1	4		3 1	4	1	1	9 2	
aversham	•••		••	•	15	15		 2	12	ï	11	14	ï	ï	27	
leetwood olkestone	•••		•••		15	13	•••		•••	1		1			1	••
orth	···		•••		9	9		6	2	1	2	6	2	1	11	••
orth and Clyde			•••		2	2	•••	;	1	1	1	2 5	•••	•••	3 5	••
'oyle	•••	•••	•••		4	4	•••	1	1	2 1	ï		•••	•••	1	••
raserburgh	•••	•••	•••		1	1	•••	•••	•••	^	*	•••	•••	ا *** ا	-	•

## STATEMENT of CASUALTIES, &c. in Rivers and Harbours of the United Kingdom—cont.

		Result	s of Cas	ualties	Nat	are of	Casualt	ies.	Desc	ription	of Ves	sels.	Vessels.	æt.
Name of River or Har	bour.	sses.	Говвев.		ings.	gs.	Š	ruses.	Brit	ish.	Fore	ign.	<b>y</b> o	ives Lo
		Total Losses.	Partial Losses	Total.	Founderings.	Strandings.	Collisions.	Other Causes.	Sailing.	Steam.	Sailing.	Steam.	Total No.	No. of Lives Lost.
Garvogue			3	3 1		3				3			3	
Cloucester Canal			5	5		2	3		5	3		***	8	•••
Franton		ï	10	10 16	***	6	10	1	5	14	ï	1 4	17 27	•-
rimsby		1	10	10	***		10			11	1	*	21	••
Hamble			2	2		1	1		2	1			3	••
Iarrington Iartlepool		ï	20	21	***	1 13	8		3	1 8	14	4	1 29	••
Iarwich, see Stour (Essex	).	1 3	2.0	7.5				-	100		- 25			•
layle		***	4 2	4 2	***	3	2	1	1 4	3	***	100	4	•
Iumber, above Hull		2	39	41	2	15	15	9	27	26	ï	5	59	••
lfracombe			2	2		1		1	1	1			3	
nverness			ĩ	ĩ		i	•••			î	•••	•••	โ	•
pswich, see Orwell.			8	8		4	3	1	5	6		,	12	
tchen	• •••		°	°	•••	•	3	1	5	•	••• !	1	12	•
			4	4		2	2		2	4			6	••
eith erwick			6 1	6 1		3	3	•••	2	6 1	•••	1	9 2	
iffey			7	7		2	3	2	3	7			10	
ittlehampton			2 1	$egin{array}{c} 2 \ 1 \end{array}$	••• ]	1	1 1		2	1 2	••• !	•••	3 2	••
lanelly			il	1	:::			 1	ï		•••		1	•
ossiemouth			.1	.1			1		1	1		••	2	
Lowestoft		::: (	17 2	17 2		1 1	14	2 1	27 1	4	1 1	•••	32 2	
ydney Canal			1	1				1	1	•••			1	
Lyme Regis Lynn, see Ouse (Norfolk).		***	2	2		1	•••	- 1	2	•••	•••		2	••
								2	07			•		
Manchester Ship Canal Maryport		1	54 5	55 5	:::	28 3	21	6 1	27 3	50 2	•••	10	87 6	
Medina			1	1			1	•••	2				2	
Medway Mersey		5	26 199	26 204	2	2 66	23 102	1 34	39 108	10 182	 8	 19	49	
dersey Methil			8	8		4	3	1	100	3	3	4	317 11	١
Middlesbrough, see Tees.									,					
Milford Milton, Kent			4 2	4 2		2	1 2	1	1 4	4	•••		5 4	
Morrisonshaven			2	2		1	ī		8	•••	•••		ŝ	:
											•			
Ness (Inverness) Ness (Isle of Lewis)			1	1 1		1 	 1		1 5	•••		•••	1 5	
Newhaven			3	3	•••	ï	2		1	2	2	•••	5	:
Newlyn			10	10	•••	4	5	1	14	3	•••	•••	17	
Newport, Mon., see Usk. Newquay			1	1	•••			1	1				1	١.
Newry			5	5		5			1	4			5	:
Nith	• •••	"	1	1	•••	l	•••	•••	1	•••	•••	•••	1	
Ogmore (Glamorganshire	)		1	1		1	·· <u>·</u>			1			, 1	
Orwell		i i	8 2	8 2		4 1	3	1	8 1	1	1 1	1	" 11 2	
Ouse (Norfolk) Ouse (Yorkshire)			27	27		20	6	1	3	29		ï	33	:
Parret			8	8		2	6		12	2		•••	14	
Penzance Perth			4 2	4 2	•••	1	4		3	5 3		• •••	8 3	:
Plymouth (including Dev			29	31	•••	5	14	12	31	12		3	46	:
Poole Porthcawl		1	3	3 1	•••	"i	2	1	3 1	2	•••	•••	5 1	•
Porthcawl Portishead		1	1	1	•••		ï	•••		2	:::		2	:
		I.	1	1	•••	•••		1	1			•••	ī	
Portrush Portsmouth			14	14		3	8	3	7	15		•••	22	1

Appendix B.]
Table 1—cont.

## STATEMENT of CASUALTIES, &c. in Rivers and Harbours of the United Kingdom-cont.

100

					Resul	ts of Ca	sualties	Nat	ure of	Casual	ties.	Des	cription	of Ve	ssels.	Vessels.	<u>ن</u> ه
Name	of Ri	ver or	Harbo	ur.	BBes.	Losses.		ings.	SGR.	2	tuses.	Bri	tísh.	For	eign.	of Ve	Lives Lost.
					Total Losses.	Partial Losses	Total.	Founderings.	Strandings.	Collisions.	Other Causes.	Sailing.	Steam.	Sailing,	Steam.	Total No. of	No. of L
Ramsey Ramsgate						3	3 10		2 2	1 5		1 15	2 1	2		3 18	
Ribble Rothesay Rye			:::			6 1	11 6 1		6	4	1 2 1	1 1 1	5	2		16 6	:
						1				,							
St. Ives						2	2 1			2	:::	4		•		4	
carborou			***	***		3	3				3	1	2			3	
hannon		•••	***			5	5 4		3 2	1	1	4 2	2			6 6	l
horeham				:::	***	4	4	***	2	2		6	1	***		7	
ligo						1	1		1					1		l i	1
outhamp						6	6	1.0	3	2	1						1
tornowa; tour (Es			***	***	- :::	4	4		3		1	4	3	1	***	8	1
tour (Ke						1	1		1			Î				1	1
tranraer			***	***		1 2	1 2	***	***		1		1	***	***	1	1
tromnes: uir	S	•••		•••		6	6	***	3	3		2 2	6	ï		9	
underlan		Wear		***	***			***			***	-			***	1	
wansea willy	•••			:::		11	11		3	6		3	9		3	17	
												nī,					
aw						13	13		8	4	1	16	2			18	
avport		***			***	1	1	***		5	1	***	1	***	144	1	
ees		•••	•••	•••		38	38		16 1	18	4	11	37 1	•••	19	67 1	1
eignmou etney Ha		•••	•••	•••		2	2		2			"2			•••	2	1
hames (					17	539	556	2	45	473	36	622	425	18	88	1,153	1
orquay	•••	•••	•••	•••		1	1	•••	•••	1	•••	,1		1	•••	,2	
orridge rent	•••	•••	•••	•••		8 4	8 4	:::	2	8	2	15 3	ï	1	•••	16 4	
roon	•••	•••	•••	•••		1	1		•••	1		i	1	•••	•••	2	
weed	•••	•••	•••	•••		5	5		4	:::	1	1	2	1	1	5	
'yne	•••	•••	•••	•••	1	71	72	•••	11	50	11	21	92	4	17	134	
j <b>sk</b>	···		•••	•••		35	35	•••	16	15	4	18	24	3	5	50	
Vatchet			•••		2		2			2		10			•••	10	
Vear	•••	•••	•••	•••		26	26	]	9	15	2	10	29	1	4	44	1
estport exford	···	•••	•••	•••		1 1	1 1	•••	 1	:::	1	1	ï	•••	•••	1 1	
eymouth	h	•••	•••	•••		2	2	:::	1	1	•••	1	2		•••	3	l
hitehave		•••	•••	•••		2	2		1	1		3			•••	3	l
Vick Vicklow	•••	•••	•••	•••		3	3 1	••• }	1	1 1	1 	2 1	$\begin{vmatrix} 2\\1 \end{vmatrix}$	•••	•••	4 2	l
litham	•••	•••	•••	•••		8	8		7	î	•••		6	2	ï	9	ł
orkingt	on	•••	•••	•••	•••	9	9		4	5	•••		8		6	14	
are	•••		•••	•••		27	27		3	22	2	24	22	2	2	50	
,	., .		100-														
		r 1900 r 1899		•••	35 48	1,895 1,866	1,9 <b>3</b> 0 1,914	6	558 508	1,133 1.120	233 275	1,370 1,270	1,503 1,498	115 128	293 280	3,281 3,176	· 1
T	otals	for 18	98-99	•••	55	2,339	2,394	4	706	1,301	383	1,576	1,901	187	249	3,913	4
		for 189		•••	52	2,298	2,350	4	714	1,319	313	1,621	1,857	163	205	3,846	3
		for 189 for 189		•••	53 48	2,140 1.982	2,193 2,030	6	690 638	1,209 1,053	288 333	$1,428 \\ 1,378$	1,786 1,568	128 170	198 144	3,540 3,260	3
T	otals	for 189	94-95	•••	57	1,933	1,990	3	582	1,103	302	1,384	1,595	162	148	3.289	3
Т		for 189			62	2,205	2,267	13	760	1,209	285	1.533	1,751	187	138	3,609	4
			-/_UX	• • •	43	1,848	1,891	i l	587	1,033	270	1,283	1,493	136	129	3,041	3
T	otals otals	for 18			56	1,588	1,644	8	469	892	280	1,244	1,378	115		2,845	5

TABLE 2.—STATEMENT showing the RIVERS AND HARBOURS IN BRITISH POSSESSIONS ABROAD in which Casualties that were reported during the Year ending 30th June 1901, occurred to British and Foreign Vessels, and also the RIVERS AND HARBOURS IN FOREIGN COUNTRIES in which Casualties reported during that period occurred to British Vessels, showing also the Nature of the Casualties, and whether resulting in Total or Partial Loss of Vessel, together with the Number of Vessels which met with Casualties, and the Number of Lives Lost by such Casualties, and further distinguishing British Vessels from Foreign Vessels, and Sailing Vessels from Steam Vessels.

<u>-</u>				Result	s of Cas	ualties	Nat	ure of	Casual	ties.	Des	cription	of Ve	ssels.	ssels.	et t
Name of Riv	ver or	Harbo	ur.	8868	Говаев.		ings.	·æ.	ģ	auses.	Brit	ish.	For	eign.	of Verselr.	ives Lo
				Total Losses.	Partial Losses	Total.	Founderings.	Strandinge.	Collisions.	Other Causes.	Sailing.	Steam.	Sailing.	Steam.	Total No.	No. of Lives Lost.
Akyab Albany, W.A. Alexandria Algiers				1	 1 4 5	1 1 4 5		 1	 1 	1  3 4	ï :	1 1 4 5			1 2 4 5	3
Almeria Amazon Amsterdam Auckland, N.Z.	•••	•••			1 1 2 	1 1 2 1	  1	1 1 	 1 	 1 	  1	1 1 2 			1 1 2 1	
Baltimore Blavet Bombay Boston, Mass. Boulogne Brisbane Bruges Canal Brussels Buenos Ayres				 1  1	2 1 6  1 5 1 1	2 1 6 1 1 6 1 1	      	 1 4  4  12	 1 2 1 1 3	2  2 1   	 1  2 	2 1 6  1 6 1 1	::: ::: ::: :::	::	2 1 6 1 8 1 1 18	
Calais	•••				1 2	1 2		ï	1	 1	•••	1 2			1 2	
Canton Cape Town Charente Charleston, S.Ca Christiania Christiansand Columbia Congo Constantinople Coosaw Copenhagen Courseulles Cronstadt				1 	2 1 1 1 1 1 3 1 1 1 1 3 1 1 1 3 1	2 1 1 1 1 4 1 3 1 1 1 1 3		1 1 1 1  3  1	2  1  2  1 	1	 2   1  	2 1 1 1 1 3 1 1 1 1 3 1 1 1 3 1 1 1 3 1 1 1 1 3 1			2 4 1 1 1 1 4 1 3 1 1 1 3	1
Danube Delaware Dives Douro Dunkirk Dwina					11 10 1 1 14 2	11 10 1 1 14 2		8 5 1 1 7 1	1 4  7 	2 1   1	 8 1  2	11 2  1 13 2		  	11 10 1 1 15 2	  
Elbe Ems English, E. Afri	  	•••			84 1 1	84 1 1	 	42 1 1	25 	17 	10 	78 1 1		 :::	88 1 1	•••
Fécamp Fernaudina Fraser	•••	•••		 1	1 1 	1 1 1		1 1 	 	·	 	1 1 1	 	 	1 1 1	*** ***
Galveston Garonne Geelong Genoa Ghent Gothenburg Guadalquiver		•••		  	6 3 1 8 1 1 3	6 3 1 3 1 1 3		2  1   1	3 3  1  1	1  3  1		10 6 1 8 1 1 1			10 6 1 3 1 1	

## STATEMENT of CASUALTIES, &c. in Rivers and Harbours Abroad—cont.

				Result	of Cas	ualties	Nat	ure of	Casual	ties.	Desc	ription	of Ves	sels.	вне]в.	a t
Name of 1	River or	Harbou	ır.	B868.	,0886B.		ings.	<b>5</b> 60	ej	nses.	Brit	ish.	Fore	eign.	o. of Ve	ives Lo
				Total Losses.	Partial Losses	Total.	Founderings.	Strandings.	Collisions.	Other Causes.	Sailing.	Steam.	Sailing.	Steam.	Total No. of Vesnels.	No. of Lives Lost.
Guadiana	•••	•••	•••		2	2		2				2			2	•••
Haiphong Havre Honfleur Hong Kong Hooghly Huelva	•••			  2	1 22 1 3 21 8	1 22 1 3 23 8	  	1 16  9 8	 5  1 4 5	 1 1 2 10 	   7 2	1 22 1 5 22 6	  	::	1 22 1 5 29 8	  1 11
Irrawaddy	• •••	•••	•••		7	7	••	<b></b>	6	1	7	4		2	13	•••
Karachi Kobe Korsoer Kustendji		 		:::	1 1 1	1 1 1 1	 	1  1 	  1	 1 	 	 1 1 1	 	1  	1 1 1 1	•••
La Plata Leghorn Loire Lyttelton, N.	•••	 			1 1 42 1	1 1 42 1	  	1  37 1	 1 2 	 8 	 2 	1 1 40 1	 	: : :.	1 1 42 1	•••
Mans Malmo Malta Marseilles Mary, Queens Mississippi Mobile	aland				15 1 1 3 1 10 2	15 1 1 3 1 10 2	    	11  2  8 2	4 1 1  1 3 	  1  4	1  1  1 	16 1 1 3 1 11 2	   	:::	17 1 2 3 2 11 2	•••
Naples Nepean Nervion Nevv New Acrk Niger Norfolk, Vir North Ameri North Sea Ca	 ginia can Lak	lland			2 1 9 3 17  2 5 2 3	2 1 9 3 3 17 1 2 11 2	    1	 1 1  4 1 1 8 1	1 8 2 2 6 1 1 3	1 1   1 7   2 	  1 5  1 4 	2 1 9 4 12 1 7 7 2 3		::	2 1 9 4 5 17 1 2 11 2 3	1
Oder Odessa Opawa Oran Ostend Ostend Otago Ouistreham					. 1 5 1 1 6 2 1 2	1 5 1 1 6 2 1 2	::	 1  2 1	1 1  1 3 1 1		  3 1 	1 5 1 1 4 1 2 2			1 5 1 7 2 2 2	•••
Palembang		•••	•••	•••	1	1		1			•••	1			1	•••

## STATEMENT of CASUALTIES, &c. in Rivers and Harbours Abroad-cont.

				Result	s of Cas	ualties	Nat	ure of	Casual	ties.	Desc	ription	of Ves	sels.	Vessels.	ŝt.
Name of Riv	er or	Harboı	ur.	Говвов.	Говзев.		ings.	ıgs.	18.	ruses.	Brit	ish.	For	eign.	of	Lives Lost.
·				Total Lo	Partial Losses.	Total.	Founderings.	Strandings.	Collisions.	Other Causes.	Sailing.	Steam.	Sailing.	Steam.	Total No.	No. of L
Parana				2	31 1	33 1		26 1	4	3	7	28 1			35	
ort Adelaide	· '''	•••	•••		3	3		1	"i	"i	 4		•••	•••	1 4	:
Port Arthur Car Port de Bouc	al. U.	.S.A.	•••		1	1 1		1 1	·••			1 1	• •••		1	•
ort Pirie	•••	•••	•••		5	5		4	1		" 1	3	2	•••	6	
ort Said ortland, Me.	•••	•••	•••		5 1	5 1	•••	1	2	2		7			7	•
ormand, me.	•••	•••	•••		·			•••	•••	•			•••	•••		•
io de Janeiro	•••				1	1		•••	•••	1		1	<b></b>		1	•
abine Pass, U.S	5.A.				1	1		1				1	· <b></b>		1	
. Brieux Helier	•••	•••	•••		2 1	2 1	•••	1	 1	1	1	1 2	•••	•••	2 2	•
. John, N.B.	•••	•••	•••		1	1	•••	•••		ï			ï	•••	1	:
. Lawrence	•••	•••	•••		7	7 1	•••	6 1	ı		2	7			9	
. Nazaire	•••	•••	•••		6	6		2	2	2		6	•••	•••	6	
. Sampson's, G	uerns	юy	•••		1	1	•••	•••	1			1			1	
lem, Mass. In Francisco	•••	•••	•••		1 5	5	•••	 1	1 3	 1	2 5	ï	•••		2 6	
vannah, Geor		•••	•••	:::	10	10		6		Ã.	2	8			10	
vona heldt	•••	•••	•••	•••	2 50	2 50	•••	$\frac{2}{22}$	 26	2	 6	2 53	•••	•••	2 59	
ine	•••	•••	•••		3	3		2		ī		3	•••	•••	8	
ymour, Queen			•••		1	1 5	•••	1	٠,			1			1	
nanghai nez Canal	•••	•••	•••		5 23	23	•••	 16	4	1 3	•••	7 24		•••	7 24	
dney, N.S.W.	•••	•••	•••	1	17	18		1	11	6	6	22	1	•••	29	
ımar	•••		•••		4	4 1		3	•••	1	4	•••			4	
erneuzen ownsville	•••	•••	•••		1 2	2		•••	ï	1 1	ï	1 2		•••	1 3	
report	•••	•••	•••		2	2	•••	1	î			2			2	
ouville	•••	•••	•••	•••	2	2	•••	2	•••	•••	•••	2	•••	•••	2	
alencia		•••			1 3	1 3			1 2	"ï		1 3			1 3	
enice ictoria, B.C.	•••	•••	•••		1	1	· · ·	•••	•••	î		1	•••		1	
istula	•••	•••	-••		2	2	•••	•••	2	•••	•••	2	,		2	
ellington, N.Z		•••			2	2	•••	1	1			3			3	
eser estport, N.Z.	•••	••	•••		14 1	14 1	•••	9	2 1	3	•••	14 2	•••		14 2	
ilmington	•••	•••	•••		î	ī		•••	i			2			2	
angteze	•••		•••		4	4	•••	2	2	<b></b>		5		•••	5	
ukon				 2		5 2	1			 1		5 2			8 2	
Totals for			•••	20	661	681	3	337	211	130	110	647	4	3	764	
Totals for Totals			•••	29 19	637 784	666 80 <b>3</b>	1	327 412	219 260	117 130	81 84	65 <b>3</b> 808	1 9	3 8	738 909	
Totals i	or 18	97–98	•••	25 17	785 807	810 824	7 1	420 444	240 246	143 133	112 94	800 812	5 15	5 7	922 928	8
Totals i			•••	35	737	772	3	411	187	133	104	740	9	6	928 859	1
Totals	or 18	94-95	•••	20 25	679 706	699 731	2 5	323 385	220 217	154 124	125 153	658 655	5 7	8	791 818	
Totals i	or 18	92-93	•••	22	668	690	3	329	203	155	133	634	9	4	780	5
Totals :	or 18	91-92	•••	29	619	648	3	284	240	121	131	615	7	5	758	

		,		
·				
	-			

# APPENDIX C.

- TABLE 1.—SEA CASUALTIES.—TOTAL LOSSES WITH OR WITHOUT LOSS OF LIFE.
- TABLE 2.—SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.
- TABLE 3.—RIVER AND HARBOUR CASUALTIES.—TOTAL LOSSES WITH OR WITHOUT LOSS OF LIFE.
- TABLE 4.—RIVER AND HARBOUR CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred to British Vessels Table 1.—Detailed Statement of Sea Casualties involving TOTAL LOSS OF VESSEL which occurred on or near the Coasts of the United Abroad, or to British or Foreign Vessels on or near the Coasts of British Possessions Abroad; in five divisions, viz., (1) Founderings, (2) Strandings, (3) Collisions, (4) Casualties from other causes, and (5) Missing Vessels.

APPENDIX G.

# (1) FOUNDERINGS.

Place of Chemalty.	Drifted to sea from Half Moon Cay, British Hon- durus,	Lut. 21º 37' N., long. 67º E., Arabian Sea.	4 miles N. of Kundari Island, Bombay, W. coast of India.	Russein Creek, Bombay, W. coast of India.	Off New Castle, Nevis Island, West Indies.	Off Sink, Sumatra.	Umergnon, Bombay. W. coast of India.	Near Bhavnagar Lighthouse buoy, Gulf of Cambay, W. coast of India	Near Nova Bet, Gulf of Cambay, W. coast of India.	Opposite Temple of Som- nath, Kathiawar, W. coast of India.
Wind	1	8	8	8	ı	Squally	<b>3</b>	6.	£	:
No. of Lives Lost.	1	1	- 1	1	1	1	!	ı	1	ı
Cargo and Number of Passengers (if any).	Ballart	!	1	i	Ballast	Wood	ı	1	1	ı
Port bound to.	at Half Moon Cay Pilot Station.	Jamnagar	Bankot	Mangalore	Cew Castle, Indies.	Singapore	Bhavnagar	Bhavnagur	Bhavnagar	Porbander
Port	Lying at Hal Pilot H	Kurruhee	Bombay	Ванесіп	Moored at New Castle, Nevis, W. Indies.	Siak	Tarapur	Vandola	Cambay	Bombay
Name and Address of Owner.	H. Arnold, Bel- ize, British Hondurse,	:	: :	:	Mrs. E. L. Battley.	Wee Kam Seong, Singapore.	:	:	:	:
Name of Master.	:	:	:	:	C. Broadbelt	:	:	:	: '	:
Crew.	Sup- posed none on board.	1	1	1	None on board.	<b></b>	1	1	·- I	!
Tone		ı	10	25	7	16	71	90	13	8
Description of Vessel, and whether Iron or Vood.	Pilot sloup,	Salling ves- sel, W.	Sailing ves- sel, W.	Nutive oraft, W.	Sloop, W	Schooner, W.	Sailing ves-	Native craft, W.	Native craft, W.	Native craft, W.
(a) Chass in Livyd's Berister, Livytpol Book, or Bureau Veritaa. (b) Date of Last hurvey.	:	:	:	:	:	:	:	:	:	:
Port of Registry, if British.	Belize, British Honduras.	British India (not registered).	British India (not registered).	Native India	Basseterre, St. Kitta.	Singapore	British Indis (not registered).	Native India	Nativo India	Native India
Name and Age of Vessel	"Prince Rupert" Age unknown.	"Rooparel" Age unknown.	"Palakhi" Age unknown.	"Laxumiprasad" Age unkncwn.	"Bride" lyear.	"Kim Guan Seng" 4 years.	"Dhanprasad" Age unknown.	"Laxmiprasad" Age unknown.	"Ruparel" Age unknown.	"Alimadat" Age unknown.
Date of Casualty.	1896. 12 Feb.	1900. 1 Feb.	21 Mar.	6 Apr.	16 Apr.	19 Apr.	22 Apr.	6 May	e June	7 June

107

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Umbrat, Danti, Bombay, W.	Shoal Bay, Port Stophens, New South Wales.	Between Salt Cay and Sand Cay, Turk's Islands, West Indies.	Of Butt of Lewis, Lewis, Hebrides.	14 miles E. of Souter Point, Durham.	Off Cape Fourchie, Cape Breton,	About 30 miles S.W. of Terschelling Lightenip, North Sea.	14 mile N.W. of Grand Bivière, Trinidad, West Indies.	15 miles E. of Spurn Light-ship, off Yorkshire.	About 4 mile S.W. off Port St. Mary brenkwaser, Isle of Man.	About 2 miles S. of E. Good-win Lightship, of Kent.	5 miles R.S.E. of Galloper Lightship, Thames Estuary.	Near Manori, Bombay, W. coast of India.	Off N. coast of Jamaica, Uaribbean Sea.	3 miles S. of Echo Tower, Jersey, Channel Islands	Near entrance to Ports- mouth Harbour.
1	8.W. 9	S.E. 4.	N.R. 9	1	Cyclone	8.W.5	s.	N. 10	3. 3. 9.	W. 9	t~ &	<b>6</b>	Squally	N.E. 8	E. gusty
1	!	7(1 crew and 6 pas-	sengers).	1	4	i	1	9	2 (1 crew and 1 pas- senger).	I	1	t	-	ı	) (passen-ger).
ı	Timbor	Salt, 6 pas- sengers.	Ballast	Ballast	Coal	Salt, 1 passenger.	General, 1 passenger.	Iron ore	Ballast, 1 passenger.	Ballast	Cement	:	Rum	Limestone and hay.	Ballast, 5 passen- gers.
Bhavnagar	Sydney, N.5 W.	Cape Hayti	for fishing.	fishing.	Halifax, N.S.	Dublin	Toco, Trinidad.	W. Hartle-	try, for a frip.	Dover	Portsmouth	Bombay	Rio Bueno, Jamaica,	Jersey	or a pleasure
Bombay	Newcastie, N.S.W.	Salt Cay, Turk's Islands.	Ness, Lowis, for fishing.	Ostond, for flahing.	Louishurg, C.B.	Harburg	Port of Spain, Trinidad.	London	Port St. Mary, for pleasure frip.	Ostend	Nieuport, Belgium.	იოიე	Falmouth, Jamaica.	Regnéville	Portsmouth, for a pleasure frip.
:	F. J. Symon, Pyr- mont, Sydney, N.S.W.	аре Пауц.	M. McFarlane, Cross Ness, by Stornowsy.	A. Vroome, Ostend, Belgium.	J. Hain, Lunen- burg, N.S.	T. Jones, Fal- mouth,	ort of Spain, 1ad.	G. P. English, W. Hartlepool.	Sergt. Shimmin, Port St. Mary, Isle of Man.	F. Last, London	Mrs. M. Bate, Port Issac, Cornwall.	:	R. Barnes & Co., Falmouth, Jamaica.	eville, France.	B. Grubb, Port- sea, Hants.
:	F. Symon	L. A. Oneal, Cape Hayti.	A. Campbell	H. Dely	R. Veinot	A. S. Jones	H. B. Missett, Port of Spain, Trinidad.	J. H. Cummins	J. Corlett	J. Powley	H. Bate	:	B. Hackett	C. Tesson, Rognéville, France.	С. НШ :: ::
1	Un- known.	<b>•</b>	9	-	4	•	6	<b>x</b> o	<u>_</u>	ന	•••	. 1	60	<b>6</b> 0	e1
88	<u>4</u>	7	۲-	7	41	184	11	163	4	១	18	ន្ត	*	8	About
Sailing ves-	Schooner,	Sloop, W	Lugsail, W.	Cutter, W.	Schooner, W.	Brig, W	Sloop, W	Brigantine,	Cutter (yacht), W.	Cutter (yacht), W.	Ketch, W	Sailing vessel, W.	Sloop, W	Sloop, W	Fore and aft, W.
:	:	:	:	:	:		:	:	:	:	:	:	:	:	:
:	:	:	:	:	:	(a) B.Ver. 5/8 G. 1.1. for 4 years from 4.96. (b) 4.98.	:	:	:	:	:	:	:	:	:
: :	:	÷. ÷	:	: :	:	: E S	- <u>:</u>	: :	: ਦ	:	: :	: •⊋	: 	: 	- <del></del>
British India (not registered).	Sydney, N.S.W.	Hayti	Not registered	Belgium .	Lunenburk, N.S.	Falmouth .	Trinidad .		Not registored	Lowestoft .	Padutow .	British India (not registered.)	Not registered	France	Not registered
"Buparel" Age unknown.	"Jane" 33 years,	"Olara"	"Petrel" Age unknown.	" Ladia Vroome" Age unknown:	"Elsie"	"Rosalis" 25 years.	"Una" is years.	" Bessie Whinersy " Maryport 35 years.	"Olga" 5 years.	"Doreen" 8 years.	"Agenoria" {2 years.	"Luxumiprasad" Age unknown.	"Paoket" Age unknown.	"Cassard" 30 years.	No name Age unknown.
June 7	eunf 8	16 June	3 July	25 July	28 July	l Aug.	2 Aug.	4 Aug.	6 Aug.	9 Aug.	10 Aug.	13 Ang.	16 Aug.	36 Ang.	28 Aug.
1240	4-1				<del></del>									<del></del>	0 2

(1) Foundanings—continued.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Pate of 'Secuelty.	Name and Age of Vessel.	Port of Registry, if British.	. (a) Chast in Lloyd's Register, Liverpool Book, or Bureau Verlass. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tone	Orew.	Name of Master.	Name and Address of Owner.	Fort sailed from.	Port bound to	Ourgo and Number of Passengure (if any).	No. of Lives Lost.	Wind.	Place of Courably.
1900. 27 Aug.	"Caerleon"	Cardiff	(a) Ll. <b>4</b> Al (in red) 1. (b) 11.99.	. I	184	-	T. Evans	M. Cope, Cardiff	Seville	Liverpool	Salphur ore.	ı	N.N.E. 6	Lat. 46° 45' N., long. 8° 34' W., Bay of Biscay.
1 Sept.	"Kim Guan Keat" 4 years.	Singapore	:	Schooner, W.	611	<b>60</b>	Tan Ah Poon	Goh Sing Koh, Singapore.	Serapong	Singapore	Timber	1	Squally	Near Pulo Damar, Singa- pore
Sup- posed 1 Sept.	"Trusty"	Not registered	:	Schooner, W.	=	ମ	J. Harris	E. A. Provot, St. Sampson's, Guernsey.	St. Sampson's, for fishing.	on's, for	Ballast, 1 jatesen- ger.	3(2 crew & l passen- ger).	Squally	Supposed between Amfroque Rock and St. Sampson's Harbour, Guernsey, Chan- nel Islands.
4 Sept.	"Alert" 70 years.	Glasgow	:	Outter, W	88	1	F. Macrae, Ardhewlig, Shieldaig, Loch Carron.	celig, Shieldaig, arron.	: :	: :	Oured her- rings.	1	Calm	Lochbeg, Ross-shire.
12 Sept.	"Kathleen" 8 years.	Not registered	:	Dandy, W.		-	G. May, Salcombe, Devonshire.	be, Devonshire.	Saloombe, for fishing.	r fishing.	Ballast .	-	5. 5	Off Gammon Head, near Frawle Point, Devonshire.
About 14 Sept.	"Goodwill" 6 years.	St. John's, N.F.L.	: :	Schooner (fishing), W.	7.	<b>1</b> 0	J. Carnell	G. Carnell, Western Arm, Booky Bay, Fogo, N.F.L.	Rocky Bay, N.F.L.	:	Ballast	ıc	х 11	Mouth of Green Bay, New- foundland.
31 Sept.	"Nonpareil"	London	(a) Id. 1 100 Al.	Ship, Steel	1,871	8	B. H. Hatfield	Anglo-American Oil Co., Lim., London.	New York	Sourabaya, Java,	Parvilln	1	5. E	Lat. 39° 50' N., long. 42° W.,
24 Sopt.	"Elleralie" 28 years.	Liverpool	(a) B. Ver. 5/6, L.1.1. for 5 years from 7.96. (b) 5.97.	Ship, W	1,346	71	L. Cook	J. Wotherspoon, Liverpool	Ship Island, Mississippi.	Liverpool	Pine logs	ı	S.E. 12	Lat. 40° N., long. 59° 50′ W., N. Atlantic.
2 Oct.	"Agnes" 67 years.	Belfast	:	Schooner, W.	34	64	J. Smith, Kilcos	Smith, Kilcoan, Islandmagee, co. Antrim.	Belfast	Glasgow	Steel bor- ings.	1	N.N.W., squally.	10 miles W. of Corsewall Point, Wigtownshire.
2 Oct.	"Mary L. Burrill" i7 years.	Yarmouth, N.S.	(a) B. Ver. 3.3, L.1.I. for 6 years from 11.96. (b) 6.99.	Ship, W	1,449	ı	:	W. Burrill, jun. Yarmouth, N.S.	New York	Haigon	OII	1	1	Lat. 37° 4' S., long. 37° 20' W., S. Atlantic.
3 Oct.	"Kim Chye Guan" 6 years.	Singspore	:	Schooner, W.	133	æ	Lim Cheng Wan	Lim Oboon Sing, Singapore.	Pakan	Singapore	Ballast	ı	50 	Off Pakan, Sumatra.
11 Oct.	"W.K.Smith" 9 years.	Digby, N.S	:	Schooner, W.	88	10	W.H mith	W. K. Smith, Plympton, Digby Co., N.S.	Portland, Me.	Yarmouth, N.S.	Ballast	ı	I	50 miles S. of Sable Island, N. Atlantic.
14 Oct.	"Flurry" 2 years.	Kingstown, St. Vincent.	:	8100p, W	Ħ	10	H. Romain, arri	arriacou, Grenada.	Carriacou	Trinidad	Live stock & eggn, I passenger.	ı	ë Ž	About 3 miles W, of Sandy Island, West Indies.

109

## SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

9 miles N.N.E. of Cromer. Nortolk.	3 miles S.B. of N.W. Light- ship, Liverpool Bay.	Neur Negapatem Light- house, E. coast of India.	Outer Roads, Holyhead, Anglesey.	Near Vadgam Batha, Gulf of Cambay, W. coast of India.	W. coast of Demerara, British Guisna.	Man - of - War Anchorage, Hong Kong.	4 miles W. of Yarmouth Light, N. Atlantic.	Lat. 37° N., long. 58° 48' W., N. Atlantic.	Off entrance to Chichester Harbour, Sussex.	E. Bay, E. of Jackson's Pier, Dover, Kent.	Lat. 41° 45' N., long. 64° 8' W., N. Atlantic.	Lat. 36° 16′ N., long. 61° 53′ W., Atlantic.	Esstern Sands, entrance to Rangoon River, Burmah.
W.S.W. 2	W.N.W. 8	S.W. 4	8.W.4	ı	N. H. 3	Typhoon	S.W. 10	S.E. 10	8.S.W. 7	S.E. 7	Variable,	Variable, 13	9.
1	1	1	1	ମ	1	-	36 (29 orew & 7 pes- sengers).	1	၈	1	1	1	1
Oxide of iron.	Slates	Ballust	Ballast	:	Ballast, 3 passengers.	Ballast	Goneral, 8 passengers.	General	Grain	Gravel	Selt	Ballast	Ballant
Hull	Widnes	Adirampa- tam.	Southamp- ton.	Bhathu	Pomercon	опу Копу.	Halifax, N.S., via Yarmouth, N.S.	Acora, &c., W. coest of Africa.	l'cole	Dover	Halifax, N.S.	Sydney, C.B.	Tavoy
London	Port Dinorwic	Akyab	Barrow Bo (in tow.)	Bhavnagar	Georgetown, Demorara.	Moored at Hong Kong.	St. John, N.B.	New York	London	Sandwich	Osdiz	Court, Brazil	Mergui
D.S. Nightingale, Newington, Hull.	R. Parry, Angorfa, Port Dinorwie, Car- narvonshire.	Aziz Allah Sada- gor and others, Chittagong.	J. Aird & Co., London.	:	M. J. Gonsalves, Pomoroon, Essequibo, British Guisna.	W. C. Punchard, London.	Yarmouth S.S. Co., Lim., Yar- mouth, N.S.	W. A. Conrod, Halifax, N.S.	S. Stride, Bing- wood, Hants	S. Pearson & Sons, Lim, London.	O. F. Taylor, Charlottetown, P.E.L.	J. Baird. sen., St. John's, N.F.L.	Аро Ее, Татоу
J. Hubbard	D. Roberts	Fazor Rohoman	:	:	J. Aboab	J. Scott	T. M. Harding	C. Edwards	G. Aldred	G. Blaxland	W. J. Bowe	F. W. Golder	Moung Atoon Baw.
-,	ന	90	None on board.	1	4	R	33	30	m	e)	<b>∞</b>	20	7
88	4	173	26	4	81	<del>4</del> 08	98	867	8	8	386	144	<b>3</b> 4
Ketch, W	Flat, W	Brig, W	Lighter, W.	Native craft, W.	Sloop, W	Steam hoppor dredges, Steel.	8.8. I.	Brigantine, W.	Ketch, W.	Barge, W.	Schooner, W.	Brigantine,	Schooner, W.
:		•	:	:	:	:	:	:	:	:	:	:	:
•		-	•	:	:	:	:	:	:	:	:	:	:
:	•	:	:	:	:	:	:	:	:	:	: 	:	:
Нап	Liverpool	Not registered	Not registered	Native India	Not registered	Waterford .	Liverpool	Georgetown, Demerara.	Poole	London .	Parreboro, N.S.	St. John's, N.F.L.	Not registered
:	:	: 4	· į	. T. E.	beth "	: :	fonti-	.: .:	.:	:	: :	:	
"Harriet" 38 years.	"Pennington" 44 yearu.	"Shah-in-Shah" Ago unknown.	"American" About 14 years.	"Machava Macheri." Age unknown.	" Queen Elizabeth " 9 years.	"Canton River" 8 years.	"City of Monti- cello." 34 years.	" Electric Light"	"Georgina" Age unknown.	" Duke" 8 years.	" B. C. Borden " 6 years.	"Emulator" 22 years.	"Yanoung" About 10 years.

(1) Foundarings-continued.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Daunts of co. Supposed between Yell Sound and Skerries, Shet-land. Driven from moorings in St. Tudwalls Ronds, Car-digan Bay. Yell Shet-Yell Shet-Sound and Skurrios, Shet-land. 14 miles S.E. by E. of Selker Lightship, Irish Sea. About 11 miles W.S.W. of the S. Stack, Anglesey. Near Grain Spit Buoy, Kent Eawke Roads, River Humber. Off Warrington Beef, tigna, West Indies. Place of Castality. Supposed between Sound and Merrice, land. Supposed between Sound and Skerries, ! bout 3 miles E. of Rock Lightship, Cork. Hoswall, Cheshire. W.N.W. 8 stices-ston of gales. 8.W.W. N.W. 10 8.W. 9 N.W. 10 N.W. 10 N.W. 10 N.W. 10 S.K. 10 Wind ₹. 8 No. of Lives Lost ľ ص ... 2 ı ١ i Carro and Number of Passengers (if any). : : Setts, 1 passenger. : : : : : : : Ballast Ballart Ballart Ballast Ballast Ballast Barley Ballast Ballast Coke (00) Neshion, Delting, Shethand, for fishing. Вояв Birkenhead Firth, Delting, Shetland, for fishing. Pembroke Port bound to. Fosdyke, Lincoln-shire. Toft, Delting. Shetland, for fishing. Swinester, for fishing. Moored at Heswall, Cheshire. Antigua, for fishing. No. : N. Woolwich Llanbedrog.. Port sailed from. Holyhead **Renfrew** Bivor Doo Fishery Board, Chester. ç, .. J. Little, Strood, Kent. J. Nicolson, Moss-bank, Shetland. R. Robertson, Swinceter, Delting, Shet-land, Lobnitz & Co., Lim., Renfrew. Nelson, Liver-pool. W. Cole, Mose-bank, Shetland. A. Ivey, London. W. Thompson. Antigus. Name and Address of Owner. W. Hill & ( London. : : Name of Master. L. Nicholson G. Croxford G. Thomson D. Rumens P. Nicolson W. C. Ivey J. Samuel T. Corlett Crew. None on board. None on board. 2 Tons. Sur-posed about 8 8 ខ 4 62 Jigger (fish-ing boat), W. of Versel, of Versel, and whether Iron or Wood. Lugsail, W. Luggail, W. Lugnail, W. Barge (lighter), W. Lugsail, W. Smack, L... Schooner, W. Steam dredger, Steel. Spritanil barge, S.B., W. Sailing boat, (a) Class in Lloyd's Berfster, Liverpool Book, or Bureau Verifus. (b) Date of last Ruruey. : : : : : : : registered Not registered Not registered Not registered registered registered registered Port of Registry, If British. Bochester Liverpool Truro Not 1 Not Not Not Kate " ... Age unknown. "William John" .. Age unknown Beta" ... Age unknown. Christina." Age unknown. "Rifle Ball" Age unknown. Name and Age of Versel. 7 Countess of Erroll. "Christiana" 36 years. " W. R. T." .. 28 years. "Llanddulas" 48 years. 19 Dec. 21 Dec. 2 Dec. 28 Dec. **8** ğ 20 Dec. 1901. 5 Jan.

111

	<u>.</u>	*#±		a i	÷.		<b>g</b>	4	<b>25 8</b>		·.		명	<b></b>
Hoylake, Cheshire.	Lat. 36° 36' N., long. 36° 43' W., N. Atlantic.	About 7 miles S.S.B. of Dirk Cove, Clonakiity, 00. Cork.	Lat. 43° 44′ N., long. 43° 23′ W., N. Atlantic.	W. of Sandy Island, Antigus, West Indies.	Off Blackpool, Start Bey, Devonshire.	Lat. 44° 20' N., long. 13° 38' W., N. Atlantic.	20 miles off Lingi, Malaces Straits.	About 40 miles off Malaces, Straits of Malaces.	About ‡ mile E.S.E. of Breakwater Lighthouse, Holyhead,	English Channel (exact position unknown).	Lat. 47° 21' N., long. 33° 23' W., N. Atlantic.	74 miles E. by N. of R. Tyne, North Ses.	Off Bird Island, New South Walce.	imile E. of Southend Pier, Feeex.
E.S. E. 5	N.W. 7	S.E.7	ж 8.	<b>I</b>	સુ ડ	S.E. 9	1	1	ď.	8.W.9	8.W.9	W. 9	N.E. –	W.N.W. 10
1	ı	t	1	<b>e</b> 0	ł	1	- 1	ř	-	=	1	1	ł	1
Ballast	Phosphate rook, &c.	Cosl	Oranges and salt.	Ballast	Ballast	Coal, 1 passenger.	Ballast	Timber	Ballast	Bullast	Catilsh	Ballust	Ballast	Ballast
Hoylake, lire.	Barcelona and Mar- sellies.	Conquet	St. John's. N.F.L.	r flehing.	Bissao, W. coast of Africa.	Rio Janeiro	Singupore	Singapore	or fishing.	Cardiff	Liverpool	or fishing.	ny Bay	eigh, Essex.
Moored at Hoylake, Chealire.	Pensacola	Newport	Oporto	Antigus, for fishing.	Antwerp	Cardiff	Lingi	Lingi	Holyhend, for fishing.	Antwerp	St. John's, N.F.L.	N. Shields, for fishing.	Newcastle. Bota N.S.W.	Moored off Leigh, Kesex.
S. Armitage, Hoylake, Cheshire.	H. Abram, Irvine	Morran freres, Pleetin, Paim- pol, France.	St. John's, N.F.L.	N. Simon, Antigua.	La Coloniale Por- tugaies Société Anonyme Franco - Beige, Antwerp, Bei	gium. J. Sutherland, Liverpool	Tan Lian Swee, Singapore.	Tan Tye, Singa- pore.	T. Jones, Holybead.	S. Boberts & T. Owen, Liver- pool.	H. J. Stabb, St. John's, N.F.L.	W. Purdy, N. Shields.	H. Waddingham, Newcastle, N.S. W.	W. J. Young, Greenwich, Kent.
Age, Hoy	:	:	ite, St. Jo	:	:		:	•	Jones, H	:	:	:	:	:
S. Armit	J. Innes	J. Batoche	G. White,	G. Simon	G. Nyland	W. C. Robinson	Chos Tek	Ng Ah Jee	Ħ	E. Jones	I. Evens	W. Rands	J. White	E. Osborne
None on board.	ä	•	•	60	<u>n</u>	ន	-	2	¢1	29	•	<b>x</b> o	ec.	None on board.
ю .	989'1	<b>8</b>	<b>ਛ</b>	જા	£	1,416	11	<del>2</del>		1,566	<b>16</b>	12	\$	<b>9</b>
Yawl (shrimp trawler), W.	8.8,1	Brigantine, W	Schooner	Sailing boat, W.	Steam tug, Steel.	Ship, W	Schooner, W.	Schooner, W.	Lagsail, W.	Barque, I.	Schooner, W.	Steam trawier, W.	S.S., W	Smack (fishing), W.
:	100 A).	6.G.1.1. 6.from 00.	:	:		8. A.1.1. 18 from 99.	:	:	:	:	:	:	:	:
:	(a) L.l. 🛧	(a) B. Ver. 5/6. G.1.1. for 3 years from 9.99. (b) 3.00.	:	:	(a) B. Ver. II. 3.3, I.l.! from 1200, (b) 12,00.	(a) B. Ver. 5, 6. A.1.1. for 6 years from 3.99. (b) 3.99.	: :	:	:	:	:	:	:	:
Not registered	Glasgow	France	Charlottetown, P.B.I.	Not registered	Belgium	Liverpool	Singapore	Singspore	Not registered	Carnarvon	St. John's,	N. Shields	New castle, N.S.W.	Not registered
"Anne"	"Strathleven" 26 years.	"Charles Elisa" 29 years.	"Nyanzu" 12 years.	"Pilgrim" Age unknown.	"Sondan" l year.	"Thomas Hilyard" 27 years.	"Lam Cheong" 4 years.	" Sin Heap Ch lon" 6 years.	"Cronje" Age unknown.	"Mool Tryvan" 17 years.	"Devon" 51 years.	"Reaver" l year.	"Allya"	"Eliza Wood" Age unknown.
6 Јап.	7 Jan.	8 Jan.	12 Jan.	12 Jan.	13 Jan.	l3 Jan.	16 Jan.	li Jan.	18 Jan.	19 Jun.	26 Jan.	36 Jan.	26 Jan.	A Jan.

(1) FOUNDERINGS—continued.

Place of Oastnaity.	Bathside, Harwich.	0 6 miles N. of N. Hinder Lightship, North Sea.	Lat, 49° N., long. 6° 45' W., Bnglish Channel.	Waterwand, Orkneys.	Midway between E. Rearwesther and W. Nash buoys, off Glamorgunshire.	Off Mooiky Rocks, W. coast of India.	1 mile S. of Shellwharfe Buoy, Lancashire.	St. Margaret's Bay, Kent.	120 miles N.E. of Madelra, N. Atlantic.	Off Magor, Monmouthshire.	Cleveland Bay, Queensland.	About 15 miles E.N.E. of St. Abbs Head, Berwick- shire.	2 miles S. by W. of Mull of Cantyre, Argylishire.
Wind	W.W.9	W.N.W. 10	N.N.W.7	Z.E. 8	¥. 8	N.W. 5	N.W. 8	N.N.E. 6	W.S.W. 9	W. 7	+ Ei €	8. 2. 9.	¥.5
No. of Lives Lost.	1	1	1	l (crew).	1	ı	1	ı	i	<b>→</b>	į	ı	ı
Cargo and Number of Passengers (if any).	Ballast	Coal	Pens	Ballast, l passenger.	Limestone	Timber	:	Ballast	Conl	Iron	Ballast, 2 stowaways.	Coe :	Con.
Port bound to.	thside, near rich.	Cape Town	Falmouth. for orders.	Burray	Яжважен	Kurrashee	Lancaster Canal.	pilota from	Para	Bristol	Brishane	Inver- gordon.	Thee
Port sailed from.	Moored of Bathside, near Harwich.	Leith	Макадап	St. Margaret's Hope.	Aberthaw	Calicut	Wigan Canal   Lancaster Canal. (in tow.)	Dover, to land pilots from passing ships.	Oardiff	Newport	Townsville   Brishane (in tow.)	Newcastle- on-Tyne.	Эіпярож
Name and Address of Owner.	rich, Besex.	W. Law, Glaskow.	Prichard Broa, Portmadoc, Carnarvonshire.	M. Wylie, Hill- head, Burny, Orkneys.	J. Minchinton, St. Athans, near Cardiff.	Rajah of Marni	Cottam Brick & Tile Co., Lim.	J. Finnis, Deal	W. Richards, Bideford, P.E.I.	W. A. Osborn, Bristol.	W. H. Smith & Sone, Proprietary, Lim.	hty, Banffshire.	G. Gilmour, Inverness.
Name of Master.	I, Hart, Harwich, Bosez.	J. C. Hinds	J. M. Jones	J. Wards	R. Rees	1brahim Hati	:	:	R. P. Charles	W. Windows	C. A. Taylor	A. Smith, Findochty, Benffshire.	G. Gilmour
Grew.	None on board.	18. and pilot.	•	69	es .	6	None on board.	67	•	4	eo.	4	*
Tons.	ıo	877	116	21	<b>S</b>	83	About 40.	7	878	8	7.	<b>&amp;</b>	\$
Description of Vessel, and whether lron or Wood.	Cutter (fishing), W.	Barque, I.	Schooner, W.	Yawl (fish- ing), W.	Ketch, W.	Ganja, W.	Flat, W	Sailing boat, W.	Barquen- tine, W.	: 1.8.8.	.₩.	Schooner, W.	S.9., I.
(a) Olass in Lloyd's Register, Liverpool Book, or Bureau Veritas, (b) Date of Last Survey.	:	•	(a) Ll. cont. 4 Al. from 3.97. (b) 4.97.	:	:	:	:	:	(a) Ll. cont. 7 Al. from 9.88. (b) 6.00.	:	:	:	:
Fort of Registry, if British.	Not registered	Glasgow	Carnarvon	Not registered	Cardiff	British India (not registered).	Not registered	Not registered	Charlottetown, P.R.L.	Bristol	Sydney, N.S.W.	Goole	Glasgow
Name and Age of Vessel.	"Ada"	"Langrkshire" 28 years.	"Oharles James" 24 years.	"Maggie" 5 years.	"Sir William Molesworth." 51 years.	*Khatow passa" 12 years.	No name Age unknown.	"Faith"	"Rita"	"Nathan"	"Maggie I. Weston." 12 years.	"Aire" 30 years.	"Albatross"
De to Or Jamusky.	1901. 28 Jan.	28 Jan.	31 Jan.	Sl Jan.	1 Feb.	4 Feb.	7 Feb.	17 Feb.	17 Feb.	5 Mar.	17 Mar.	30 Mar.	31 Mar.

						· · · · ·						
About 6 miles N.E. of Dublin Bay.	About 44 miles off N. Foreland, Kent.	3 miles S.E. of Lowestoft High Light, Suffolk.	Near Stantan Island, Anamba Islands.	Off Rillage Point, near Ilfra- combe, Devonshire.	3 miles from Arbroath, For- farshire.	Off Refugee Cove, Nova Scotia.	Near Blacknore Point, Somerset.	Off Atlantic City, New Jersey, U.S.A.	Entrance to Ardrossan Harbour, Ayrshire.	5 to 7 miles W. by N. of Nelson Buoy, off River Bibble.	10 miles S.W. of Mull of Galloway, Wigtownshire.	Between Wappu and Half Bereby, Ivory Coast, W. Africa.
N.N.R. 9	8.W. –	w.1	<b>6</b>	W. 3	Calm	N.N.E. 7	N.F. 2	N.E. 4	W.N.W., squally.	W.W.W.7	S.W.7	<u>က်</u> ဗာ
. 1	69	1	es .	1	ı	I	1	ı	4 (1 crew and 3 pas- sengers).	l	Į	1
Ballast	Ballast	:	Rice	Stone	Ballast	Rock plaster.	Ballast	Asphalt, sugar, & cocos.	Bullast, 7 passengers.	Gravel	Flour and maize, 1 passen-	Timber &c., 24 Kroo boys and a super- cargo.
or fishing.	g, to land	Rainham, Essex.	Siantan	Ilfracombo	Dundee	Bolingham, Me.	Bristol	New York	r a pienauro se,	Liverpool	Remeiton, co. Done- gal.	Grand Bassasam and other ports.
Kingstown for fishing.	Deal, ornising, to land pilots.	Goole   Ba F (in tow.)	Singapore	Combmartin	Arbroath	Cheverie, N.S.	Watchet	La Brea, Trinklad. via Grenada.	Ardrossan, for a pleasuro cruise. [	Piel, Walney Island.	Liverpool	Mayumba
E. Davey, sen., Dublia.	H J. Wells, Deal	Flowers & Everett, Rain- ham, Essex.	Pang Tek Lin, Singapore.	N. Barbeary, Ilfracombe, Devonshire.	Dundee.	rraboro, N.S.	W.'Norman, Watchet, Somerset.	T. P. Purdic, Glasgow.	W. Grier & others, Ardross in.	W. Rowland, Liverpool.	J. G. Frew, Glasgow.	A. Tate, New- castle-on-Tyne.
E. Davey	:	:	Онож Ноо	W. J. Barbeary	J. Moir, Dundee.	J. George, Parrsboro, N.S.	F. Morman	J. H. Cassidy	W. Grier	W. A. Brough	W. McAuley	J. R. Brady
4	•••	None on board	я		es	ec:	en en	<b>\$</b> 3	-	<b>3</b>	•	E .
<b>3</b>	~	8	#	9	en .	22	\$	1,381	61	2	, 28	1,023
Outter, W.	Galley punt, W.	Dredger (dumb), I.	Schooner, W.	Lugger, W.	Lugsail (pleasure bont), W.	Schooner, W.	Ketch. W.	I	Lugsail, W.	S.S., Steel	8.3., Steel & I.	8.8, I.
:	:	:	:	:	:	:	:	30 A1.	:	00 A1.	00 A1.	100 AJ.
:	•	:	. : :	:	:	:	:	(a) LL, 14 100 A1. (b) 3.01.	:	(a) I., # 100 Al. (b) 1.0f.	(a) I.l 100 Al. (b) 6.96.	(a) Li. 🕂 100 Ai. (b) 201.
:	tered	tered	:	tered	tered	S.N.S.	: :	:	stered	:	:	:
Brixham	Not registered	Not registered	Singspore	Not registered	Not registered	Parreboro, N.S.	Bridgwater	Glаяgow	Not registered	Liverpool	Glasgow	London
"Ebeneser"	"Little Wanderer" Age unknown,	No name Age unknown.	"Kim Kest Ho" 3 years.	"Nolle May" 3 years.	"Hawk"	"Willie D." 13 years.	"Friends" 83 years.	"Ranald" 22 years.	No name Ago unknown.	"Blanche" 3 years.	"Dungoyn" 2 years.	"Piessey" 20 years.
5 Apr.	7 Apr.	10 Apr.	12 Apr.	18 Apr.	20 Apr.	26 Apr.	24 May	4 June	9 June	13 June	19 June	23 June

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

							K TORT		TTARS				
Place of Cherushy.	Near Port Antonio, Jamados, West Indies.	Redondo Island, Wost Indies.	Anguilla, Wost Indies.	St. Oroix, West Indies.	Charlestown, Nevis, West Indies.	Anguille, West Indice.	Anguilla, West Indies,	Cape Name, Alaska.	Grand Méchins, Quebec, Canada,	Eastern Point, Corbin Head, Newfoundland.	Near Piram Pir, Gogo, W. coast of India.	8 miles from Agar in Dahanu, Bombay, W. coast of India.	Antervedi, Madras, E. coast of India.
Wind.	1	Cyclone	Hurricane	Hurricane	Huricane	Cyclone	Oyelone	l 	6 2 2	W.11	6 	<b>6</b>	1
No. of Lives Loss	1	ì	1	ı	1	1	1	1	ŧ	!	ı	1	1
Carro and Number of Passengers (if any).	:	Ballast	Ballast	Ballast	Ballast	Ballast	Ballast	:	General, 3 passen- gers.	Provisions &c., 2 passongers.	ı	1	1
Port bound to.	:	Redondo	Anguilla	St. Croix, L	arlestown, W.L.	Anguilla d, W.I.	Anguilla d, W.L.	:	Grand Méchins.	English Harbour, N.F.L.	Gogo	Вошрау	Narsapur
Port sailed from.	: :	Moored in Redondo Boadstead, W.L.	Moored in Anguilla Roadstead, W.L	Moored at St. Croix, W.L.	Moored at Charlestown, Nevis, W.I.	Moored in Anguilla Roadstead, W.I.	Moored in Anguilla Roadsbead, W.L.	: :	Quebec	St. John's, N.F.L.	Gogo Bhatha	Nawabander	Cocanada
Name and Address of Owner.	R. H. Sawyer, Nassau, N.P.	J. H. Harding. Redondo, W.L.	A. Finch. Anguilla, W.L.	J. H. Harrican, Anguilla, W.l.	narlestown, W.L	J. B. Gumbs, Auguilla, W.L.	ruilla, W.I.	:	tane, Quebec.	T. Kinshella, Belloram, N.F.L.	:	:	:
Name of Master.	•	T. Thompson	J. Finsh	J. Harrigan	B. Newton, Charlestown, Nevis, W.L.	J. Gumbe	J. Gumbs, Anguilla, W.I.	:	C. Pelletier, Matane, Quebec.	J. Hackett	:	:	:
Orew.	· !	None on board.	None J.	None J. on board.	None on board.	None J. on board.	None on board.	1	4	<u>н</u> ю	:	:	: 
Tons. (	15	-	۸ ۲	<b>•</b>	<u> </u>	7	9		8	84	<b>60</b>	8	<b>6</b> 1
Description of Vessel, and whether Iron or Wood.	Schooner, W.	Sloop, W	Sloop, W	Sloop, W	Sloop, W	Sloop, W	Sloop, W	Schooner, W.	Schooner, W.	Schooner, W.	Sailing vessel, W.	Native orack, W.	Native craft, W.
(a) Class in Lloyd's Berister, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	:	:	:	:	:	:	:	:	:	:	:	:	:
Port of Registry, if Brittan.	Хаявац, N.P	Antigua	Basselerre, St. Kitts.	Basseterre, St. Kitts.	Basseterre, St. Kitts.	Basseterre, St. Kitts.	Basseterre, St. Kitts.	Hong Kong	Quebec	St. John's, N.F.L.	British India	Native India	Native India
Name and Age of Vessel.	"Pandora"	"Arrow" 18 years.	"Mary Alexander" 19 years.	"Mary Augusta" 9 years.	"Olive"	"Queen Angusta" 4 years.	"Rifle Ball" 16 years.	"Caleb Curtis"	"Willie" 28 years.	"Romp" 38 years.	"Dhanprased" Age unknown.	"Buparel" Age unknown.	"No. 23" Age unknown.
Date of Caenalty.	1893. 13 Feb.	7 Aug.	7 Aug.	7 Aug.	7 Aug.	7 Aug.	7 Aug.	23 Aug.	4 Sept.	12 Nov.	1900. 10 Jan.	18 Jan.	28 Feb.

(2) STRANDINGS.

115

Tapti, Gulf of Cambay, W.	Honavar, Bombay, W. coast of India.	Bhaynagar Creek, Gulf of Cambay, W. coast of India.	Smiles N.E. of Blanc Sablons, Labrador.	Sourabai, Solomon Islanda.	Bhagwa Dandi, near Surat, W. coast of India.	Between the Turshian and Khobar mouths of the Indus, W. coast of India.	S. of Ramsseevarum, Gulf of Mansar, Indis.	Borley Point, New South Wales.	Off River Lallee Bay, Grenada, West Indies.	Near Bhavani's Kol, in Mahuva Kathlawar, W. coast of India.	Polmaise Reef, Queenaland.	Undi, near Waroda, W. coast of India.	Reef southward of Barra- couts Island, Madagascar.	Near Drum Point, E. Caloos, West Indies.
1	1	ı	E. 10	N.E. squally.	I	<b>6</b>	S.W. 7	e.	S. squally.	ı	8.S.W.3	8 1	S. E	S.E. squally.
m	1	1	ł	ı	ı	1	1	1	I	1	1	l	-	ı
ı	ı	1	Ballast, about 20 passengers.	Ishind produce.	l	ı	Earthen- ware.	Maize and chaff.	Live stock, 12 passengers	ı	Timber and explosives.	ł	Coal	General
Surat	Honavar	Bhavnagar	nd, N.F.L., lling.	Java Sound	Bombay	Anjar	Colombo	Borley Point, N.S.W.	Port of Spain, Trinidad.	Dholera	Cooktown	ler, to sen.	Diego Suarez, Madagascar.	Kingston, Jamaica.
Gogo	Panjim	Bhatha	Change Island, N.F.L., for sealing.	Rubiana	Bhavnagar	Ketibander	Karikal	Sydney, N.S.W.	Hillsborough, Carriacou.	Bombay	Brisbane	Warodabander, to sea.	Barry	New York
:	:	:	T. D. Hodge, St. Johns, N.F.L.	N Wheatl y, Rubiana, Solomon Islands.	:	:	S. Manikam, and T. Nagalingam, Point Pedro, Ceylon.	F. H. Guy, Sydncy, N.S.W.	and Bay, a, W.L	:	D. Brodie, Cooktown, Queensland,	:	S. H. & B. Gold- berg, Swansea.	F. B. Lowry and other:, New York
:	:	•	:	eatl y, Rub Ísland	:	:	:	:	S. Simon, Grand Bay, Carriacou, W.I.	:	:	· :	:	:
•	:	•	J. Elliott	N K	:	:	M. C. Pillay	C. L. Gittins	22	:	G. A. Johnson	:	P. Lockman	F. B. Lowry
1	1	ı	i	•	1	1	7	•	6	ı	4	I	8	n .
•	4	60	r	91	82	%	<b>&amp;</b>	116	22	10	TE .		1,9:8	88
Sailing vessel, W.	Sailing vessel, W.	Native craft, W.	Schooner, W.	Yawl, W	Native craft, W.	Native craft, W.	Вгід. W	Brigantine, W.	Sloop, W	Native craft, W.	Ketch, W.	Sailing vessel, W.	Ship, I	Barque, W.
:	:	:	:	:	:	:	:	:	:	:	:	:	00 A1.	:
:	:	:	:	:	:	:	:	:	:	:	:	:	(a) I.J. 1 100 A1. (b) 3.00.	:
		:						·		<del></del>			: B	:
British India (not registered).	British India (not registered).	Native India	St. John's. N.F.L.	Sydney, N.S.W.	Native India	Native India	Not registered	Sydney, N.S.W.	St. Gcorge's, Grenada.	Native India	Sydney, N.S.W.	British India (not registered)	Swansen	U.S.A
"Rubot" Age unknown.	"Bambout Barasvati." Age unknown.	"Yashawanti" Age unknown.	"Minot Light" 35 years.	" Finé" 13 years.	"Kaljanpasa" Age unknown.	"Pramadat" Age unknown.	"Harriet" Age unknown.	"Gleaner" 30 years.	"Confidence" 6 years.	"Machavo Daria Dolat." Age unknown.	"Progress" 6 years.	"Falleri Bhawani" Age unknown.	"Falcondurst" If years.	"Nellie Breit" 23 years.
1 Mar.	17 Mar.	30 Mar.	l Apr.	- Apr.	3 May	5 May	8 Мау	16 May	18 May	24 May	9 May	30 May	23 June	25 June

Place of Caemalty.	Reef N.E. of Antigua, West Indies.	Blighs Point, Flinders Is- land, Tasmania.	Court of Nova Scotia (exact place not stated).	Suckling Reef, near Samari, British New Guin-a.	Long Point, Mahla Peninsula, N. Island, New Zealand.	Hilston, Yorkshire.	1)oddington Bock, Bird Li- land, Capo Colony.	4 mile N. of Gun Rock, Inishbofin, co. Galway	Greymouth. S. Island, New Zesland.	About & mile 8. of Green Holm Liland, Shetland,	East St. Peter's Harbour, Prince Edward Island, Ganada.	s mile off Scalby Ness Point, near Scarborough, York- shire.
Wind.	I	W.N.W. 9	ſ	1	8.8.W. 9	N.W. 4	Calm	S.W. 5	ı	S.W.6	N.E. 8	Variable, 4
No. of Lives Lost.	ı	ı	ı	ı	ł	1	1	-	1	1	ı	1
Cargo and Number of Passengers (if any).	Ballast	Ballast, 1 passenger.	Ballast	:	Old iron	Ballast	Coal	Ballast	Coal and timber.	Ballast	Cod fish	Ballnet
Port bound to.	Island of Mugens, Mexico.	Flinders Island, Tasmania.	flabing.	:	Port Chalmera.	Goolo	Durban	Aughrisbeg	reymouth, Z.	or fishing.	Souris, P.E.L.	В. Тупе
Port miled from.	Nantes	Queenscliff, Victoria.	Digby, for fishing.	:	Bundaberg	Bridlington	Hall	Inishbofin	Moored at Greymouth, N.Z.	Lerwick, for fishing.	St. Peter's, P.E.I.	Newhaven
Name and Address of Owner.	C. P. Holm, Nordby, Fand, Denmark.	E Young, Sydney, N.S.W.	D. Sproul, Digby, N.S.	W. Petersen, Cairos, Queens- land.	T. Hughes and J. A. S. Murray. Clarence River, N.S. W.	lington Quay, ibire.	W. Hartlepool Steam Naviga- tion Co., Lim., W. Hartlepool.	ughrisbeg.	Union 8.8, Co. of New Zes- land, Lim., Dunedin, N.Z.	en, Banffshire.	St. Peter's Bay, P.E.L.	J. W. Lawes, S. Shields.
Name of Master.	T. Thomsen	C. E Young, S.	:	:	T. Hughes	J. Spencer, Bridlington Quay, Yorkshire.	J. H. Gourlay	M. Early, Aughrisbeg.	C. Brophy	W. Taylor, Cullen, Banfishire.	M. van Iderstine	G. Whitaker
Ores.	ei	erc	4	ı	7	24	83	4	SI	-	4	•
Tone	387	11	82	:03 60	86	92	1,491	e)	89	15	91	908
Description of Vessel, and whether Iron or	Barque, I.	S.S., W.	Schooner, W.	Schooner, W.	Barguen- tine, W.	Steam yacht, W.	S.S., Steel	Sailing boat (ilshing), W.	S.S., Steel	Lugger, W.	Fishing schooner. W.	Brigantine, W.
(a) Class in Lloyd's Berfster, Livarpool Book, or Bureau Veritas. (b) Date of last Survey.	(a) Ll. 🛧 🙈 1. (b) 5.99.	:	:	:	:	:	(a) Li. 1 100 Al. (b) 6.90.	:	:	:	:	:
Fort of Registry, If British	Denmurk	Sydney, N.S.W.	St. Andrews, N.B.	Townsville	Sydney, N.S.W.	Not registered	W. Hartlepool	Not registered	Dunedin, N.Z.	Not registered	Charlottetown, P.E.L.	Lowestoft
Name and Age of Versel.	" Erna " 33 years.	" Mary 18 years.	"Lenn May" 20 years.	"Curlew" 16 years.	"Elizabeth Price" Il years.	"Helon" 6 years.	"Ashlands" l0 years.	"St. Mury"	"Taupo" 16 years.	"Dayspring" 16 years.	"Lilybank" Mycars.	"Kathleen" 36 years.
Date of Card.	1900. 36 June	36 June	- June	1 July	4 July	4 July	6 July	9 July	le July	18 July	19 July	21 July

117

Off Ness Point, Lowestaft, Suffolk.	Hamelin, Western Australia.	Hamolin, Western Australia.	Hamelin, Western Australia.	Inside Cape Hawke Bar, New South Wales.	Reof 6 miles E. of Maya-guana, Bahamas.	St. Peter's Island, Labrador.	Binoewangan Bay, Java Head, Java.	Isle Haute, Nova Scotia.	14 mile E.N.E of Herm Esland, Guernsey, Channel Islands.	Lat. 20° 30' N., long. 86° 47' E., E. coast of India.	Mokau, N. Spit N. Island, New Zealand.	Gourdon Channel, Kincar- dineshire.	Near Utskalar Lighthouse, Icelat.d.
8.S. E.	Hurricane	Hurricane	Hurricano	s. si	Ej ej	S.E. 1	አ ም ማ	S.W.7	S.S.W. 5	ı	S.W.2	*.w	E.N.E 4
1	ю	ı	1	က	ı	I	13 and 1 pas- senger).	ı	1	1	1	i	1
Ballast	:	:	passengers.	Timber	General, 8 passengers.	Cod fish	Coal and telegraph poles, 2 passen- gers.	Coal	Hay & pota- toes, 3 pas- sengers,	:	Coal, 4 passen- gers.	Ballast	Ballıst
S. Sunder- land.	Hamelin, ralia.	Hamelin, ralia.	Hamelin, ralis.	Sydney. N.S.W.	Cupe Halti	Labrador	Kiao Chou	St. John, N.B.	Jersey	False Point	Waltara, N Z.	Gourdon, for fishing.	fishing.
Lowestoft	Moored at Hamelin, W. Australia.	Moored at Hamelin, W. Australia.	Moored at Hamelin, W. Australia.	Port Mac- quarie, N.S.W.	Amsterdam	Greenspond, N.F.L.	Rotterdam	Parrsboro, N.S.	Carteret	Jambu	Mokau, N.Z.	Goardon, 1	Hull, for fishing.
J. Freeman, St. Ives, Cornwall.	C. Fesonfeldt, Elsfleth, Ger- many.	J. Jörgensen, Grimstad, Nor- way.	A. P. Clausen, Nordby, Fand, Denmark.	J. Hibbard, Port Macquarie, N.S.W.	Koninklijke West Indische Mail- dienst, Amster- dam.	P. Hutchings, St. John's, N.F.L.	T. Law & Co., Glasgow.	B. F. Merriam, Parreboro, N.S.	J. J. Grant, Jerscy.	:	G. H. Slubbe, Waiters, N.Z.	A. & J. Ritchle, Gourdon, Kin- cardineshire.	Humber Steam Trawling Co., Lim., Hull.
en, St. I	:	:	:	:	:	:	:	:	:	:	:	;	:
J. Freeme	W. Köbler	C. Sand	T. Nielsen	P. Williams	A B. Nyboer	J. Carter	D. Nicoll	J. Hendrick	J. Drekand	:	A. Jonas	J. Ritchie	8. <b>K. M</b> urlin
<b>-</b>	-	ı	ı	1C)	25	œ	*	60	673	1	ıo.	7	12 & pilot.
22	8	<b>\$</b>	54	8	181,1	\$	1,549	14	æ	23	\$	<b>8</b>	<b>3</b>
Lugger (fishing), W.	Barque, I.	Barque, W.	Barque, I.	Schooner, W.	8.8., Sterl	Fishing schooner, W.	Ship, I	Schooner,	Ketch, W.	Sailing vessel, W.	S.B., W.	Lugger, W.	Steam trawier, L
:	(a) LL 🛧 100 A1. (b) 10.99.	:	(a) Li. 🛧 • 🙈 1. (b) 7.99.	:	(a) I.I. \$\frac{1}{4}\$ 100 Al. B. Ver. I. 3/3 I.I.l. from 8.98. (b) 5.00.	:	(a) Li. 🛧 100 Al. (b) 4.00.	:	:	:	:	:	(a) II. 14 100 Al. (b) 6.00.
Not registered	Germany	Norway	Denmark	Sydney, N.S.W.	Holland	St. John's, N.F.L.	Glasgow	Parrsboro, N.S.	Јегкеу	British Indis (not registered).	Auckland, N.Z.	Not registered	Hull
Theodore" 26 years.	"Katinka" 26 years.	"Lovapring" 15 years.	"Nor Wester" 36 years.	"Empress of Indis " 23 years.	"Prins Willem I." 10 years.	"Invincible"	"Sutherlandshire" 18 years.	"Hattie McKay"	"Askelon"	"No. 10" Age unknown.	"Douglas"	"Southesk" 22 years.	"Spaniel" New.
21 July	23 July	23 July	22 July	23 July	24 July	25 July	25 July	23 July	27 July	ZI July	30 July	31 July	2 Aug.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Cape Welle 14 mile E. of Eastbourne Pier, Sussex. coast Cam-Beach, Denbigh-Durham. Llandudno, Carnarvon-shire. 벙 Place of Castrality ₩. Bosslare, co. Wexford. Workington Beach, berland. Outside Sands off Harbour, Norfolk. Usarni, Bombay, of India. N. Pier, Aberdeen. Olee, Lincolnshire. Stranton Beach, Grimsby Pler, Abergele labire. S.W.8 N.E.1 N.E. 9 N. 10 Wind. No. of Lives Lost ١ ı ı ı ı ı 1 ١ ١ ı ١ ı ı Cargo and Numbor of Passengers (if any). : : Wheat and oil-cake. : : : Lumber Ballast Ballast Ballast Ballast Lime 88 Coal Seg : Portlan 1 .. Liverpool, via New-port News. Working-ton. Llandulas Bombay Grimsby, for fishing. Moored off Southsea. Port bound Wells Cork Gt. Yarmouth Catch Mandvi. Kingstown .. Pensacola Goole..  $\mathbf{H}_{\mathbf{u}}$ Atlantic & Eastern B.S. Co., Lim., l. Bavory, Burn-ham Overy, Norfolk, D. Sutherland, Portmahomack, co. Ross. H. Lupton, Liverpool. J. B. Bulpit, Grimsby. J. McCausland, Killyleagh, co. Down. W. H. de M. Bessey, Gt. Yarmouth. Major R. P. O'shee, Cork. R. Hickman, Knottingley, Yorkshire. Name and Address of Owner. J. Fayne, Scarborough. : : : Namo of Master Willlamson G. Armstrong - O'Connor Mackay D. Roberts Watson R. Green J. Blyth 8. Hall J. Lake ₩. None on board. Crew 2 ı Tone 9 1,527 22 4 æ \$ 23 E 8 8 ន 7 28 Outter (yacht), W. Yawl (yacht), W. 8.8. Com-posite. Native craft, W. Smack, W. Schooner, W. ¥. Schooner, W. 8.8., Steel. **ĕ** Ketch, Ketch, Ketch, Flat, 100 A1. (a) L1, 44 (b) 2.00. : : Native India .. : : : : Yarmouth Portsmonth Liverpool Liverpool : Liverpool Grimsby London. London Wick ą. "Hari Pasha" ... Age unknown. "William Orow" 59 years. Name and Age of Vensel. "Hopewell" 54 years. "Bonita" ..
Il yeara "Malcolm" 37 years. "Caroline".. 33 years. "Llysfaen" 33 years. "Martin" 42 years. "Eva Lena" 21 years. "Palestro".. Il yeare. Pate of Jastualty 9 Aug. 1900. 3 Ang. 3 Aug. 4 Aug.

(2) STRANDINGS—continued.

119

<b>,</b>			SKA (	ABUA			SSELS	TOTA		T AND	MAR	8 108			
Near George's Island, Gross Water Bay, Labrador.	Surat bander, Tapti River, Bombay, W. coast of India.	Yerangal, Bombay, W. coast of India.	Joo, Bombay, W. coart of India.	Allewadi, Bombay, W. coast of India.	Point Amour, Labrador.	On or near Bono Reef, off Luing, Argyllshire.	Oresewell, Northumberland.	Near Brightor jetty, B. Australia.	Beef between Islands of Mioks and Ulu, Duke of York Islands, S. Pacific.	Knavestone Book, Farne Islands, Northumber- land.	Waterville, co. Kerry.	Black Island, Labrador.	Entrance to Newhaven Harbour, Sussex.	Western Point, below Esqui- maux Hr., Labrador.	Horso Shosl Reef, Stephens Passage, Alaska.
N.E. 10	1	<b>6</b>	6 	<b>6</b>	S.W.4	W. 1	ය න්	N.W.9	1	N. by E.		N.E. 10	8.W.6	E.N.B. 11	Calm
ŀ	1	1	1	1	:	t	1	ı	1	1	1	ı	ŀ	1	i
Ballast	:	:	:	:	Const	Granite	Ballast	Fish	:	Ballast	Oats and pitwood	General	Bro' en granite.	Bullast	Grnoral, 35 passen- gers.
Grady, Labrador.	Surat	Bombay	Bombay	Bombay	Forteau, Labrador.	Newport, Mon.	r fishing.	Port Adelaide.	:	Sunderland	Cardiff	Baffinland	Shorebam	Three Mountain Hr., La- brador,	Skagway
Ice Tickle, Labrador.	Gogo	Bhavnagar	Jaffrabad	Jaffrabad	Sydney	Aberdeen	Fecamp, for fishing.	American Biver.	: :	Peterhead	Westport	Halifax, N.S.	Cherbourg	Erquimaux Hr., Labra- dor.	Vancouver
R. D. Morse, Harbour Grace, N.F.L.	:	:	:	:	H. B. Cook, Bose Blanche, N.F.L.	J. M. Lennard & Sons, Lim., Mid- dlesbrough.	Mrs. C. Valin & Sons, Fécamp, France		J. M. C. Fornayth, Balune, New Britain, South See Islande.	W. Baxter, Peter- head.	haven. co. Cork.	S. Bartlett Brigus, N.F.L.	, London	T. Dalley, Herring Neck,	Union R.S. Co. of Briti-h Colum- bia, Lim Van- couver, B.O.
J. Carroll	:	:	:	:	8. Cook	G. Guthrie	J. Langanay	W. T. Gill, Port Adelaide, S.A.	:	А. Williamson	W. Spillane, Orosshaven. co. Cork.	W. Bartlett   S.	W. Wright, London	R. Dalley	H. Newcombe
	- <u>:</u> 1	<del>:</del> 	: 	: }	e-	<u> </u>	<del></del>	<b>P9</b>	<del>:</del> 1	9	4	9	<b>∞</b>	<b>o</b>	8
	71	<b>5</b>	8	9	\$	202	92	ıo	3	Ĭ	143	75	166	35	98
Schooner (fishing),	Sailing vessel, W.	Sailing ve-sel, W.	Sailing vessel, W.	Salling vessel, W.	Schooner, W.	8.8, I	Sloop, W	Cutter, W.	Schooner, W.	Brigantine,	Brigantine,	Schooner, W.	Schooner, W.	Schooner (fishing). W.	. I
:	: ·	:	:	:		:	:	:	:	:	:	:	:	:	:
:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
St. John's, N.F.L.	British Indis (not registered).	British Indis (not registered).	British Indis (not registered).	British India (not registered).	St. Johns. N.F.L.	Middlesbrough	France	Not registered	Sydney, N.S.W.	Peterhead	Maryport	St. John's, N.F.L.	Guerosey	St. John's, N.F.L.	Vancouver, B.C.
'Anna" Il years.	"Daria Dolat" Age unknown.	"Doulat Prassd" Age unknown.	* Selamati" Age unknown.	"Sakharia" Age unknown.	"San Juan"	"Apollo" ee 26 years.	"Arago" 6 years.	"Minerva" 6 years.	"Nukumanu" 3 years.	"General Berge" 24 years.	"Harriet Amelia" 35 years.	" Lily of the North"	"Oresla" 37 years.	" Western Laus" 3 years.	"Cutch" 16 years.
10 Aug.	13 Aug.	13 Aug.	18 Aug	14 Aug.	14 Aug.	l5 Aug	16 Aug.	15 Aug.	16 Aug.	18 Aug.	18 Aug.	18 Aug.	22 Aug.	22 Aug.	24 Aug.

(2) STRANDINGS—continued.

Place of Chematey.	Lat. 6º 49' 15' N., long. 89° 37' 15' E. R coast, Malay Peninsula.	Hashorough Sand, Norfolk.	Porbander Creek, Kathia- war, W. coast of India.	N. Bank, Workington, Cumberland.	Beef near Hamelin Island, Western Australia,	1 mile S. of Promenade Plor, Penarth, Glamorganshire.	Thunderbolt Reef, Cape Receife, Cape Colony.	Domino Point, Labrador.	F. Carrysford Light, S.A.	French Reof, Florida, U.S.A.	miles from Cape Wolfe, Prince Edward Island, Canada.	Galveston, Texas, U.S.A.
Wind.	N.W. 9 Lat. 37, Pe	N.N.E. 6 Hash	Porb	N.W. 6 N. B.	- Reef	N.R. 4 1 mil	W.N.W., Thu squally.	N.W. <b>2</b> Dон	S.E. 12 Noar U.S.A.	N.E. 12 Fren	N.W.7 3 E.P.	Hurricane Galv
No. of Lost.	1	1	ı	1	1		1	ŧ	f	1	1	1
Cargo and Number of Passengers (if any).	Genoral, 16 passen- gers.	Ballast	:	Ballast, 5 passen- gers,	Ballast	Ballast	Coal, 1 pas- senger.	Ballast, 1 passenger.	Lumber	Mahogany, 2 passengers.	Lumber	Wheat, (part cargo).
Port bound to	Tongkah		Porbander	Maryport	Hamelin Bay, W. A.	narth Roads.	Algon Bay	Newfound- land.	Rosario and Colastine.	English Channel for orders.	Charlotte- town, P.R.L.	
Port miled from	Penang	Gt. Yarmouth for fishin f.	Bet	Whitehaven	Port Elizabeth.	Moored in Penarth Roads.	Ваггу	Smoky Tickle. Labrador.	Pascagoula	Santa Anna, Mexico.	Bathurst, N B.	Loading at Galveston, U.S.A.
Name and Address of Owner.	Ung Cheng Swee, Penang.	W. H. Crome, Gr. Yar- mouth.	:	A. McKee, Auchinearon, Dumfries-shire.	J. H. Nicolai, Brake, Germany.	A. Angle, Cardiff	A. Weir & Go., Glasgow.	F. Whits, Greens- pond, N.F.L	J. Kennedy, St. John s, N.B.	W. C. Jarvis & Sons, Liverpool.	R. Allen, Chatham, N.B.	Rowland and Mar- wood, S.S. Co., Lim., Whitby.
Name of Master.	J. Martin	W. Larner	:	A. Sinclair	C. Bachmann	:	D. McCorkingdale	J. Кпев	C. Richten	L. P. Schjonemann.	J. Martin	W. Storm
Orew.	37	<b>3</b>	1	es	g S	None on board.	68	<b>&amp;</b>	<b>∞</b>	20	eq.	8
Tone	133	81	×	ю.	*	en	616	4	878	375	8	1,722
Description of Vessel, and whether Iron or Wood.	S.S. I	Dandy, W.	Native craft, W.	Steam yacht, W.	Barquen- tine, L	Cutter (yacht), W.	Barque, I.	Schooner (fishing), W.	Barguentine, W.	Barquentine, Steel	Schooner, W.	S.S., Steel
(a) Chass in Lioyd's Recrister, Livarpool Book, or Bureau Verifas. (b) Date of last Survey.	:	:	:	:	(a) Ll. 🛧 🗥 1. (b) 12.95.	:	(a) I.l. <b>‡• A</b> l. (b) 6.0%	:	(a) B. Ver. 3/3, A. 1.1, for 6 years from 12.99. (b) 1.00.	(a) I.1. <b>4</b> 100 A1. (b) 3.00.	:	(a) II. <b>½</b> 100 Al. (b) 3.00.
Port of Registry, If British.	Penang	Gt. Yarmouth	Native India	Not registered	Germany	Not registered	Паверот	St. John's, N.F.L.	St. John, N.B	Liverpool	Miramichi, N.B.	Whitby
Hame and Age of Versel.	"Perse" 38 years.	"Masterpiece" 23 years.,	"Machano Pindario." Ago unknown.	"Gipsy"	"Else" S7 years.	"Querida"	"Abeona" 33 years.	"Lady Jane" I7 years.	" Ouldoon " 16 years.	"South American" 9 years.	"Evening Star"	"Rome " 11 years.
Date of Oseusity.	1900. 25 Aug.	26 Aug.	30 A ag.	1 Sept.	2 Sept.	2 Sept.	4 Sopt.	4 Sept.	6 Sept.	5 Sept	7 Sept.	8 Sept.

SEA CASUALTIES.—VESSELS TOTALLY	LOST	AND	LIVES :	LOST.
---------------------------------	------	-----	---------	-------

				BUALT		V ESSE			TORI 1		TA PO	1081.			
Jalchers Shosl, near Hathis, Chittagong Ocast, India.	Hawks Harbour Run, Lab- rador.	Sutherland's Point, New Brunswick.	Sutherland's Point, New Brunswick.	Grand Manan, New Bruns- wick.	Seal Cove, Newfoundland.	Bank Head, St. George's Bay, Newfoundland.	Red Brook, St. George's Bay, Newfoundland.	S. Point, Harrington Harbour, Labrador.	Margaree, Cape Breton.	Old Perlican, Trinity Bay, Newfoundland.	Conche, Newfoundland.	Cow Rocks, W. coast of New- foundland.	Pinchard's Island, New-	Three Mountain Harbour,	Sevage Cove, Newfound- land.
	ı	!	1	8.W.7	8. by B.	21 22	ж. 11	E.N.E. 12	N.N.W, 13	и.и	N.E. 13	N.E. 10	N.N.W. 11	N.E. 18	21 21
ı	ŀ	1	1	i	i	l (crew).	1	1	1	1	1	1	ı	ı	1
:	Ballast	Lumber	:	Ballast, 1 passenger.	Ballast	General, 1 passenger.	Ballast	Codfish and flour.	Моіваяев	Logs	Ballast	Ballact	Ballast	Ballast	Merchan- dise, fish, oil, &c.
Chittagong	King's Cove, N.F.L.	London	:	Grindstone Island, N.B.,	Middle Bay, Labrador.	St. George's Bay, N.F.L.	George's Bay. L	Isrrington, dor.	Quebec	Old Perli- can, N.F.L.	hing.	Cape St. George, N.F.L.	St. John's, N.F.L.	bour, N.F.L., hing.	Savage Cove, N.F.L.
Naraingunge	Hawk's Harbour, Labrador.	Bathurst	:	W. Hartle- pool.	Catalina, N.F.L.	Halifax, N.S.	Moored in St. George's Bay, N.F.L.	Moored at Harrington, Labrador.	Barbados	Carbonear, N.F.L.	St. Brendan's, N.F.L., for fishing.	Port su Port, N.F.L.	La Boie, N.F.L.	Fortune Harbour, N.F.L., for fishing	St. John's, N.F.L.
:	J. & D. Regen, Bonavista, N.F.L.	Kiser & Co., Drammen, Norway.	G. Mortola, Genoa, Italy.	J. M. Jonasen, Spydeberg, Norway.	W. A. Strapp, Harbour Grace, N.F.L.	T. O'Brien, Bay of Islands, N.F.L.	J. Baird., St. John's, N.F.L.	R. G. Rendell, St. John's, N.F.L.	J. Eisenbauer & Co., Lunenburg, N.S.	W. Duff, Car- bonear, N.F.L.	A. F. Goodridge, St. John's, N.F.L.	M. F. Abbot, St. George's Bay, N.F.L.	T. Anstey, Twil- lingate, N.F.L.	A. Yates, New Bay Head, N.F.L.	<u>.</u>
_:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	, 95. J
:	F. Bennett	J. Cornelinsen	- Daste	P. Oarlsen	A. Smith	8. Shaw	H. Petite	G. Dieks	W. Mattsson	B. Taylor	J. Mackey	J. Murphy	W. Duggun	J. Quirk	J. Antle
1	φ.	1	ı	2	<b>10</b>	•	8	•	di.	4	<b>&amp;</b>	es	4	i	4
81	<b>8</b>	1,063	£	1,182	8	8	<b>8</b>	8	788	8	88	81	ផ	8	28
Brig, W	Schooner (fishing), W.	Schooner, W.	Barque, W.	Barque, W.	Schooner, W.	Schooner, W.	Schooner (fishing), W.	Schooner, W.	Brigantine,	Schooner, W.	Schooner, W.	8.8. W	Schooner (fishing),	Schooner, W.	Schooner, W.
:	:	:	:	6, A.	:	:	:	:	:	:	:	:	:	:	:
:	:	:	:	Ver. 5/ or 4 1.99. (b)	:	:	:	:	;	:	:	:	:	:	:
:	:	:	<b>:</b> .	(a) B. Ver. 5/6, A. 1.1. for 4 years from 1.99. (b) 1.99.	:	:	:		:	:	:	:	:	:	:
Colonial, (not registered).	St. John's, N.F.L.	Norway	Italy	Norway	St. John's, N.F.L.	St. John'e, N.F.L.	St. John's,	St. John's, N.F.L.	Lunenburg,	St. John's, N.F.L.	St. John's, N.F.L.	Chatham, N.B.	St, John's,	St. John's, N.F.L.	St. John's, N.F.L.
"Maklas Rahaman " Age unknown.	"Argo" 9 years.	"Andvake" 25 years.	"Gilda M." 25 years.	"Ingomar" 25 years.	"Native Lass" 31 years.	"Annie S. B." 10 years.	"Bella H. McKinnon" 7 years.	"Вгапкжа" 31 усага.	"Clyde" lb years.	"Dash" 23 years.	"E. J. Mackay" New.	"Frances" 3 years.	"Mary Jane" 25 years.	"Ocean Traveller" 21 years.	"Pert" 32 years.
9 Sept.	10 Sept.	12 Sept.	12 Sept.	12 Sept.	12 Sept.	18 Sept.	13 Sept.	13 Sept.	13 Sept.	13 Sept.	13 Sept.	13 Sept.	13 Sept.	13 Sept.	18 Sept.

(2) Strandings—continued.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Place of Castrakty.	Cremalita, Newfoundland.	Ha Ha Bay, Newfoundland.	Big Glace Bay, Cape Breton.	Unknown.	Horseshoe Reef, Fiji Islands.	11 miles B. of Point Pedro, Oeylon.	Honavar Bar, Bombay, W.	Cape Fassa, near Andros Lighthouse, Greek Archi- pelago.	Dubbs mouth of Biver Indus, Sind, W. coast of Indis.	Khal mouth of River Indus, Sind, W. coast of India.	Nalchiti River, Lower Ben- gal, E.coast of India.	White Cove, Digby County, Nova Scotia.
Wind.	N.E. 11	N.E. 11	N.E. 6	ı	ı	N.W.—	e I	% 8.	6	8	ı	1
No. of Lives Lost.	1	1	1	ı	ı	ı	1	38 (21 crew and 17 pas- sengers).	ı	-	t	1
Carpo and Number of Passengers (if any).	Dry goods, provisions, codfieh, &c.	Ballast	Ballast	:	Copra	Rice and sundries, 75 passengers.	:	General, 41 passengers.	:	:	Jute	Lighthouse supplies.
Port bound to.		, for fishing.	N. Sydney	:	Levuka	Batticuloa, Ceylon,	Kumta	Constanti- nople, via Piræus.	Kurrachee	Kurrachee	Calcutta	Digby, N.S.
Port sailed from.	Moored at Cremallia, N.F.L.	Trouty, N.F.L., for fishing.	:	:	Wallis Is	Valvettitural, Ceylon,	Honavar	Alexandria	Khombree	Muscat	Nurraingunge	Westport
Name and Address of Owner.	P. Templemar., Bonavista, N.F.L.	A. F. Goodridge, St. John's, N.F.L.	Kearley Bros., Fortune Bay, N.F.L.	W. B. Shadbolt, Ysabal, Guate- mala.	T. A. Morland, Arendal, Nor- way.	Innasimutto Bosmampillai, Valvettiturai, Ceylon.	:	The Khedivial Ma <sup>1</sup> 8.8. and Graving Dock Co., Lim., Lon- don.	:	:	:	The Minister of Marine and Fisheries, Canada.
Name of Master.	В. Вгожп	C. Morris	G. Poole	:	E. Ohlsen	Saverimuttu Innasimutto	:	E. Sopranich	:	:	:	- Oempbell
Orew.	ro.	•	14	1	1	٢	ı	Z	1	ı	21	ı
Tons.	88	22	83	Gs.	8	8	9	780	16	91	700	8
Description of Versel, and whether Iron or Wood.	Schooner, W.	Schooner, W.	Schooner (fishing), W.	Sloop, W	Barque, W.	Schooner, W.	Sailing vessel, W.	8.8., I.	Sailing versel, W.	Sailing vessel, W.	Flat, Steel	8.8., I.
	:	:	:	:	:	:	:	:	:	:	:	:
(a) Class in Lloyd's Recister, Liverpool Book, or Burcau Veritus. (b) Date of last Survey.	:	:	:	:	:	:	:	:	:	:	:	:
Liv Liv Or B	:	:	:	:	:	:	:	:	:	:	:	:
Port of Registry, if British.	St. John's, N.F.L.	St. John's. N.F.L.	Lunenburg,	Belize, B.H	Norway	Jaffna	British India (not registered).	London	British India (not registered).	British India (not registered).	Colonial (not registered).	Ottaws
Name and Age of Vewel.	"Rapid" 35 years.	"Water Lily' I year.	"Finance"	"Venus" Age unknown.	"Pronto" 5 years.	"Sopamale Mathavin Chelvanayaky" 6 years.	"Bhawani Prasad" Age unknown.	"Charkieh" 35 years.	"Futteh Khair" Age unknown.	"Futthel Khair" Age unknown.	"Pudda"	"Newfield" 20 years.
Jate of Gesualiy.	1900. 13 Sept.	13 Sept.	15 Sopt.	15 Sept.	16 Sept.	16 Sept.	18 Sept.	18 Sept.	21 Sept.	21 Sept.	21 Sept.	22 Bept.

123

Loch Striven, Argyllahire.	Near Tritzikama Poins, Cape Colony.	Quirpon, Newfoundland.	Cardiff Sands, Glamorgan-shire.	Bockoliffe, Kirkeudbright- shire.	Callentacog, Holland.	East Bay, Dungeness, Kent.	Ninety Mile Beach, Canter- bury, S. Island, New Zesland,	Sylt Island, Germany.	White Point, Aspée Bay, Cape Breton.	Sodra Sankan Reef, Aland Islea, Sweden,	Kaipara Hoada, N. Island, New Zealand.	Fenit, Trales, co. Kerry.	Shipwash Sands, Suffolk.	Westward Ho Sands, Devon- shire.
ı	Variable, 2	8.E. 11	₩.	8. W.	S.W.B	80 80	8.S.E. 11	W.N.W.4	1	8.6.W.4	Variable	S.S.E. 10	13 15	88. W. S.
ı	ı	1	ì	ı	-	ı	ı	ì	ì	t	1	1	ı	ı
Ballast	Ногвев	Ballast	Cos.	Ballast	Coal, &c	Coal	Timber	China clay	General	Cosil	Coal and bone dust.	Ballast	Deals	Coel
Rothesny	Algos Bay	N.F.L., for	Youghal	for fishing.	Harlingen	Plymouth	Timaru, N.Z.	Harburg	on a fish royage.	Lules	Kaipara, N.Z.	Waterford	London	Cherbourg
Larga	Flume	Open Hall, N.F.L., for fishing.	Cardiff	Workington, for fishing.	Hall	Newcastle- on-Tyne.	Havelook,	Pentewan, Cornwall	N. Sydney, on a fish trading voyage.	Blyth	Sydney, N.S.W.	Tralee	Karlsorona	Briton Ferry
	Federal Steam Navigation Co., Lim., London.	J. Began, Bons- vista, N.F.L.	ridge, Stratton, 70n.	L. W. Blomefield, Ramsey, L. of Man.	Hull and Nether- lands 8.8. Co., Lim., Hull.	J. Bull, Newhaven.		J. Gray '& Sons, Penryn, Corn- wall.	Address not	Thompson Steam Shipping Co., Lim., Sunderland.	H. Beattle, Bal- main, Sydney, N.S.W.	F. E. Altken & Co., Barry Dock, Glamorganshire.	Greisfwald, any.	W.J. Lawson, Whitstable, Kent,
Johnston, address unknown.	J. Cuthbert	B. Fry	C. Davey, Hele Bridge, Stratton, N. Devon.	J. Harous	W. A. Stott	W. Bartley	C. Watchlin	C. H. Randle	J. Arsenauit (Address not stated).	T. Taylor	B. Armit	F. Clare	A. Waehdel, Greisfwald, Germany.	J. Baynes
8	63, 1 veteri- nary and 86 horse- keepers	₹	4	4	3	2	10	-M	10	8	œ	4	Ħ	2
ю	3,442	28	25	<b>8</b>	3	210	8	8	\$	1,233	808	\$	435	179
Outter (yaoht), W.	S.S., Steel	Schooner, W.	Ketch, W	Ketch, W	1.88	Brigantine, W.	Schooner, W.	Ketch, W.	Schooner, W.	S.B., Steel	Schooner, W.	Ketob, W.	Barque, W.	Brigantine, W.
:	(a) 11. 14. 100 A1. (b) 11.00.	:	:	:	:	:	(a) Ll. 4 100 Al. (b) 8.00.	(a) Ll. cont. 8 Al. from 2.96. (b) 9.00.	:	(a) Li. 🛧 100 A1.	:	:	:	:
Not registered	London.	St. John's, F.L.	Bristol	Douglas, I. of Man.	Hali	Newhaven	Auckland, N.Z.	Falmouth	Amherst, Magdalen Islands.	London	Sydney, N.S.W.	Milford	Germany	Newport
"Almida" 6 years.	"Suffolk" Jyear.	"Goldfinch" 7 years.	"Glenora" 25 years.	"Lily o' the West' 42 years.	"European"	"N. C. Bull"	"Glencairn" 15 years.	"Irene" 18 years.	"Marie Anne" 26 years	"Brenttor" 10 years.	"Lord of the Islos". 19 years.	"Heroine" 56 years.	"Antares" 30 years.	"Charles P. Knight" 26 years.
24 Sept.	24 Sept.	26 Sept.	26 Sept.	26 Sept.	27 Sept.	27 Sept.	29 Sept.	29 Sept.	Bept.	1 Ook	2 Oct.	3 Oct.	4 Oct.	4 Oct.
1040	v/1													0.9

(2) Fire and discussion of the continued.

		Tan.		bour,	ran.	ř.		Pent	1per-	Wales.		stère,	ont.
Place of Caenalty.	Dymchurch, Kent.	Whiting Bay, Inle of Arran.	Seaton, Devonshire.	N. elde of Dunmore Harbour, oo. Waterford.	Near Corrie, Isle of Arran.	Ragged Island, Labrador.	Seaford, Sussex,	Little Skerry Book, I	Bobin Bigg Bank, Cumber- land,	Long Reef, New South Wales.	Wolf Island, Labrador.	The Saints Rooks, Finistère, France.	S. Goodwin Sand, off Kent.
Wind.	8.8.8 8	<b>B.S.</b> B 10	S.S. B. 9	8.8.W.9	8.E. 10	N. 10	₩.9	¥.	8.W.7	N.E. 6	œ gi	8. 8.	S.W. 2
No. of Lives Lost.	ı	ı	ı	í	ı	I	ı	1	ı	1	ı	ı	ı
Cargo and Number of Passengers (if any).	Ballast	Lime shells	Ballast	Bellast	Bellast	Ballast	Wood goods, 1 passen- ger.	Ballast	Pitch pine	Firewood & shingles.	Codfish	Iron ore	Barley and rape seed.
Port bound to.	Lying on sand at Dymchurch.	Moored at Whiting Bay, Isle of Arran.	Wexford	Dunmore, for fishing.	At anchor off Corrie, Isle of Arran.	Ragued Island, Labrador	Newhaven	Grimsby	White- haven.	Sydney, N.S.W.	N.F.L., on a voyage.	White- haven.	Antwerp
Port eatled from.	Lying on Dymel	Moored at V	Бочег	Dunmore,	At anchor of Ar	Harbour Grace, N.F.L.	Pites	Iceland	Apalachicola, Florida.	Broken Bay, N.S.W.	Carbonear, N.F.L., on coasting voyage.	Bilbao	Taganrog
Name and Address of Owner.	Oymchurch, nt.	A. McCalmont, Glenarm, co. Antrim.	N. Welsh, Ennis- corthy, co. Wexford.	M. Healy, Cahirciveen, co, Kerry.	Thiting Bay, Arran.	W. Hennessey, Harbour Grace, N.F.L.	I. Schübeler, Frederikstadt, Norway.	Anchor Steam Trawling Co., Grimsby.	T. M. Thomasen, Mandal, Norway.	A. Nelson, Hawkesbury River, N.S.W.	A. Young, Conception Bay, N.F.L.	Glasgow Navi- gation Co., Lim., Glasgow.	Fratelli Sangui- neti fu Gulbe, Genoe, Italy.
Name of Master.	J. Tolhurst, Dymchurch, Kent,	A. McCalmo	F. Wafer	W. G. Johnston.	A. Stowart, Whiting Bay, Isle of Arran.	D. Pumphery	H. Simensen	W. J. Davis	T. Bentaen	A. Nelson, F River, J	W. Winsor	G. Chase	R. Mazzino
Grew.	None on board.	60	673	4	63	r-	9	n	œ	-	4	2	35
Tons.	ଦା	<b>\$</b>	About 5.	<b>60</b>	89	<b>æ</b>	367	£	17.9	14	8	1,008	1.804
Description of Vessel, and whether Iron or Wood.	Fishing lugger w.	Sloop, W	Steam tug. L	Lugger, W.	Jigger, W	Schooner (fishing),	Barque, W.	Steam trawler, I.	Barque, W.	Cutter, W.	Schooner, W.	5.8. I.	S.S., Steel.
(a) Chass in Livy's Berlster, Livy pool Book, or Bursan Veritas. (b) Date of last Survey.	:	:	:	:	:	:	:	(a) I.I. ‡ 100 A1. (b) 9.88.	:	:	:	(a) IJ. ‡ 100 A1. (b) 3.00.	(a) II. ¥ 100 AI. (b) 7.00.
Port of Rogistry, if British.	Not registered	Glasgow	Not registered	Not registered	Osmpbeltown	St John's, N.F.L.	Norway	Grimsby	Norway	Not registered	St. John's, N.F.L.	Glasgow	Italy
Name and Age of Vessel.	" Excellent" 19 years.	"Mary" 58 years.	"Satellite"	"T.B.L." Age unknown.	"Waverloy" 2) years.	"Mary Ann" 28 years.	"Sagatun"	"Champion"	"Topdal" 23 years.	"Brothers" Age unknown.	"Minnie" 18 years.	"Glenlivet"	"Carlotta"
Date of Ogewalty.	1900. 4 Oct.	4 Oct.	4 Oct.	4 Oct.	4 Oct.	5 Oct.	5 Ost.	8 0 0 6 £	6 Oct.	7 Oct.	7 Oct.	8 Oct.	9 Oct.

Tursta Mouth of River Indus, Sind, W. coast of India.	Near Dog Island, Labrador.	6 miles from Grindstone Magdalen Islands, Canada	Collongh Bock, Carnsore, co. Wexford.	Smoky Tickle, Labrador.	Rödsand, near Hyllekrog, Denmark.	Entrance to Harbour Grace, Newfoundland.	A reef about 600 miles from Manila, China Sea.	Maen Bugil Rook, Bardsey Island, Carnarvon-shire.	The Ridge, Foulness Sands, Kssex.	Grenada, W. Indies.	25 miles N.B. of Purt, Orissa, E. coast of India.	Back of Old S. Pier, Sunder- land.	Bartietts' Harbour, New- foundland.	N. side, Western Bay, New- foundland.
6	W.N. W.6	i ž	W.N.W. 6	N.N.W. 6	1	8.W.6	S.W. typhoon.	N.N.W. 8	й. 8.	ı	63 	8. H. X	N.N.W. 11	N.N.W. 11
ŧ	ı	1	1	ı	i	1	18	ı	1	1	7	1	ı	1
:	Ballast	Fishing supplies, &c.	Coal	Codfish	Salt	Ballast	Ballast	Slates	Ballast	:	:	Cosil	General	Ballast
Bombay	Windsor's Harbour, Labrador.	Labrador	New Ross	at Smoky brador.	Wiborg	Harbour Grace, N.F.L.	Singspore	Larne	Tilbury	:	Calcutta	Wick	Barrletts , N.F.L	Moored in Western Bay, N.F.L.
Keti	Harbour Grace, N.F.L.	Halifax, N.S.	В жапвев	Anchored at Smoky Tickle, Labrador.	Liverpool	Bryant's Oove, N.F.L.	Cavite, Manila.	Portmadoc	Brightlingsea	:	Mandvi	Sunderland	Moored at Bartletts' Harbour, N.F.L.	
:	J. J. Hennessey, Harbour Grace, N.F.L.	ok, Halifar, N.S.	T. J. Troy, Ark- low, co. Wick- low.	J. Stephens, Par, Cornwell.	J. Grooks, Liver- pool	G. Paterson, Harbour Grace, N.F.L.	W. H. Mosher, Windsor, N.S.	Mrs. M. Jones, Aberystwith.	, London.	:	:	J. H. Soppit, Sunderland.	G. &. E Young, Bonne Bay, N.F.L.	Mrs. M. Murphy, St. John's, N.F.L.
:	J. Sharpe	M. Julien, Chezetocok, Halifax, N.S.	0. Byrne	J. Vincent	J. Kinny	N. Noseworthy	H. Orocker	W. Boberts	W. G. Kent, London.	:	:	J. W. Thompson	G. Young	B. Penny
1	-	ន	41	4	-	60	10	60	69	ı	ı	60	ιĢ	9
*	8	4	. 88	8	168	33	1,561	<b>3</b>	41	<b>3</b>	8	8	R	\$
Sailing ves- sel, W.	Schooner (fishing), W.	Schooner (fishing), W.	Schooner, W.	Schooner, W.	Brigantine, W.	Schooner (fishing), W.	Barque, W.	Dandy, W.	Cutter (yacht), W.	Schooner, W.	Nativo craft, W.	Ketch, W.	Schooner, W.	Schooner (fishing), W.
:	:	:	:	(a) B. Ver. 5/8 G. L1. for 3 years from 4.00. (b) 5.00.	:	:	(a) B. Ver. 3/3, L. 1.1. for 13 years from 10.90. (b)	:	:	:	:	:	:	:
British India (not registered).	St. John's, N.F.L.	Halifax, N.S	Dublin	<b>F</b> оwey	Belfast:	St. John's, N.F.L.	Windsor, N.S.	Aberystwith	Dartmouth	Bridgetown, Barbados.	Native India	Scarborough	St. John's, N.F.L.	St. John's, N.F.L.
"Bampussa" Age unknown.	"Swallow"	"Green Leaf" 16 years.	"L. Furlong" 31 years.	"Brenton" 39 years.	"Mary Coles" 36 years.	"Industry" 26 years.	"Angola" 10 years.	"Maid of Meirlon" 31 years.	"Iona" 30 years.	"Ella A. Downie" 19 years.	"Hussein" Age unknown.	"Emma Walker" 28 years.	"Virgesco" 16 years.	"Kersage" 26 years.
3	3													

(2) STRANDINGS—continued.

Place of Casualty.	14 mile N. of Palling Coast-guard Station, Norfolk.	E. Point, Lobos Island, River Plate, Uruguay.	Barrier Reef, off Flinders Passage, Queensland,	Shipwash Sand, off Norfolk; subsequently beached at Yarmouth.	1 mile N. of Mosquito Light- house, Florids, U.S.A.	Tabhaidh Island, The Minoh.	Near Peniche, Portugal.	Off La Sagesse Point, Grenada, W. Indies.	Griceness, Stronssy, Orkneys	Oversay Island, Islay, Argyll-shire.	Near Newquay, Cardigan- shire.	Widemouth Besch, Corn-wall.	Near Queen's Channel. Liverpool Bay.
Wind.	W. by N. 9	<b>9</b> 81	N.E.	ı	E.N.E.7	S.W.5	Calm	8i 81	S.W.6	N.N.E. 8	N.N.W. 10	N.W. 10	N.W. 7
No. of Lives Lost.	١	ı	ı	1	l	1	1	ı	ł	ı	1	ı	(pilot and 3 riggers)
Carpo and Number of Passengers (if any).	Patent manure.	General	General	роом	Ballast	Salt and stock.	Cos1	General	Staves	Coal	Ballast	Pitwood	Ballast, 1 pilot and 5 parsongers (riggers).
Port bound to.	Spalding	Montevideo	Townsville	London	Jackson ville, Florida, U.S.A.	Loch Eishart, Isle of Skye.	Marseilles	S. George's, Grenada.	Liverpool	Rhynns of Islay.	g Beach.	Swanson	Liverpool
Port suiled from,	London	New York	Liverpool	Karlecrona	Nassau, N.P.	Stornoway	Newport,	Halifax, N.S.	Pites	Glasgow	At anchor of Llangranog Beach.	Nantes	Lancaster Li
Name and Address of Owner.	J. Jackson, Goole	J. L. Bucknall, London.	D. H. Wätjen & Co., Bremen, Germany.	Wähdel, Griefswald, Germany.	E. A. O'Brien, Noel, Harts Co., N.S.	D. Macrae, Storno- way.	A. Gladstone, W. Hartlepool.	Pickford & Black, Halifax, N.S.	utmanspach, Bussia.	R. Symington, Belfast.	E. Jenkins, Llan- granog, Cardi- ganshire.	:	Wiel & Amund- sen, Frederik- shald, Norway
Name of Master.	J. T. Atkin	G. S. Dale	:	A. Wändel, Griel Germany.	T. Esdale	J. McInnes	J. B. Kent	J. S. Laing	M. Meerenta, Gutmanspach, Livonia, Bussia. I	W. Symington	D. Davies	8. D. Angelis	C. Andersen
Grow.	613	88	8	Ħ	-	en	×	\$	7	er3	•	п	60
Tons.	123	1,781	1,462	994	991	81	1,927	1,200	274	37	×	<b>\$</b>	175
Description of Vessel, and whether Iron or	Ketch, W.	S.S., Steel	Ship, I	Barque, W.	Schooner, W.	Smack, W.	8.8., Steel	8.8. L	Schooner, W.	Ketch, W.	Ketch, W.	Barque, W.	Barque, W.
(a) Class in Lloyd's Rovieter, Livr pool Book, or Bureau Veritas. (b) Date of last Survey.	:	(a) Ll. 1 100 A1.	:	:	:	:	(a) II. # 100 AL (b) 10.00.	(a) Ll. ‡ 100 Al. (b) 1.00.	(a) B. Ver. 3/3, G. 1.1. for 11 years from 7.96, (b) 1.99.	:	:	(a) B. Ver. 3/3, A. 1.1 for 3 years from 1.00. (b) 4.00.	:
Port of Registry, if British.	Goole	London	Germany	Germany	Maitland, N.S.	Glasgow	W. Hartlepool	London	Russia	Fleetwood	Cardigan	Italy	Norway
Name and Age of Vessel.	"Obat"	"Parana" 8 years.	" Drehna" 14 years.	"Antares" 30 years.	"Dove"	"Mary Ann McLachlan." 47 years.	"Calliope"	"Orinoco" 19 years.	"Meerents" 2 years.	" Eliza Charlotte " 43 years	"Ann Eliza" 45 years.	"Conceziona" 22 years.	"Hyldebrn" 31 years.
Observalty.	1900. 27 Oct.	<b>%</b> Oct.	30 Oct.	- Oct	- 0ct.	1 Nov.	2 Nov.	2 Nov.	3 Nov.	• Nov.	7 Nov.	7 Nov.	7 Nov.

127

18.   18.						TES.		SELS			MRI. Y	ND MA	ES IV	)5T.		
Figure 2   Figure 3		Kimmeridge Ledge, Dorsetshire.	Near Rumpin, Malay Penin-	About 12 miles N.W. of Miminegash, Prince Edward Island.	Milton Bank, Kirkendbright- shire.	Near Cape Toriñana, Spain,	Waikokopu, N. Island, New Zealand.		Entrance to Louisbourg Harbour, Cape Breton.		Twin Island, Straits of Belle Isle, Newfoundland.	Quaco Lighthouse Reef, St. John county, New Bruns- wick.	Cork Sand, Essex.	Martin's Beach, St. John county, New Brunswick.	Near Hoborg Light, Island of Gothland, Sweden.	Great Boule, Seven Islands, Quebec, Canada,
**Higher*** London (0) Lib.** 100 Al SS. I. 1138 3 L. Mann Bandelek Hoope, Carvit Brinder Tragelenge, State Tragelen	IN.N.W. 9	8. E.	9. H. X	B.W. –		N.W.4	S.S.E. 9	8.S.W. 12	8.S.W. 8		W. 5	Б	E. 7.	S.W. 7	8 14 8	8. F.
**Higher*** London (0) Lib.** 100 Al SS. I. 1138 3 L. Mann Bandelek Hoope, Carvit Brinder Tragelenge, State Tragelen	ş	•	ı	44	1		ı		t	ı	ı	<b>I</b>	es	-	l	27 (19 orew and 8 pas- sengers).
**Hingeards**** London (a) Li. H. 100 Al. SS. L Liffe Bandade Hooper   Charler Bandade Hooper   Charler Bandade Hooper   Charler Biggang    **Kary Eleane*** Halita, N.S   Charler		Iron ore and esparto grass.		Hemlock boards.		Cotton &c., 3 passengers.		Potatoes and turnips.	:					General		70 T.
Hilling   Street		Newcastle- on-Tyne.	Singapore	Charlotte- town, P.E.L.		Liverpool	Napier,	Grand Bank, N.F.L.	Halifax, N.S.	Oberbourg	Port Saunders, N.F.L.	Annapolis, N.S.		Port Gre- ville, N.S.		
**Salay*********************************		:		Obstham, N.B.	Strangford	Alexandria		Oardigan, P.E.L.	N. Sydney, C.B.	Wh.tetable.	St. Barbe			Halifax, N.S.		
"Hidgeneral" London (0, 11, 14, 100 A1 8.9, 1. 1, 1189 2 1.1 Huntley "Kim Elan Huat" Singapore		W. Elliott, lewcastle-on- yne.		Anderson, Shurch Point, N.B.			Tucker	Tibbo, Grand Bank, N.F.L.	J. Hardy, Jabarus, C.B.	J. R. Elliott, S. Shields.		Roblee, Gran- rille, N.R.		S. B. Robbins, Yarmouth, N.S.	H é f	land. A. Fraser & Co., Quebec.
"Hidgeneral" London (a) Li. H. 100 Al. S.S., L Lies 15 years. "Hidgeneral" London (b) Li. H. 100 Al. S.S., L Lies 10 years. "Mary Eleaner" Elaifez, N.S Schooner, Se years. "Annbis" Liverpool (a) Li. H. 100 Al. S.S., Skeel li. El years. "Mary Florence Auckland, N.Z Schooner, Se years. "Edith Mary Florence St. John's, L Schooner, Se years. "Edith Mary Florence St. John's, L Schooner, Se years. "Edith Mary In Street, N.S Se Schooner, Se years. "Edith Mary In Street, Se John's, L Se Schooner, Se John's, L Se Schooner, Se John's, L Se Schooner, Se John's, L Se Schooner, Se Schooner, Se John's, L Se John's, L Se Schooner, Se Schooner, Se John's, L Se John's, L Se Schooner, Se Schooner, Se John's, L Se Schooner, Se Schooner, Se John's, L Se Schooner, Se Schooner, Se John's, L Se Schooner, Se Schooner, Se John's, L			:	:				:		:	:		:	:		:
"Hidgeneral" London (a) Li. H. 100 Al. S.S., L Lies 15 years. "Hidgeneral" London (b) Li. H. 100 Al. S.S., L Lies 10 years. "Mary Eleaner" Elaifez, N.S Schooner, Se years. "Annbis" Liverpool (a) Li. H. 100 Al. S.S., Skeel li. El years. "Mary Florence Auckland, N.Z Schooner, Se years. "Edith Mary Florence St. John's, L Schooner, Se years. "Edith Mary Florence St. John's, L Schooner, Se years. "Edith Mary In Street, N.S Se Schooner, Se years. "Edith Mary In Street, Se John's, L Se Schooner, Se John's, L Se Schooner, Se John's, L Se Schooner, Se John's, L Se Schooner, Se Schooner, Se John's, L Se John's, L Se Schooner, Se Schooner, Se John's, L Se John's, L Se Schooner, Se Schooner, Se John's, L Se Schooner, Se Schooner, Se John's, L Se Schooner, Se Schooner, Se John's, L Se Schooner, Se Schooner, Se John's, L		J. J. Huntley	Кћоо Аћ Јее	J. A. McIntyr		B, S. Orell	H. Hardwick		J. McDoneld	W. G. Jackso	W. C. Magor	J. Farnswort	B. Norman	W. Mattsson		P. Lemaistre
"Kim Eleaner"   London   (a) Li. 1, 100 Al.   S.S., L      "Kim Eleaner"   Singapore     Tongkang, W.    "Mary Eleaner"   Halifax, N.S.     Retoh, W.    "Mary Eleaner"   Halifax, N.S.     Retoner, W.    "Mary Eleaner"   Halifax, N.S.     Retoner, W.    "Mary Florence   Wigtown       Retoner, W.    "Mary Florence   St. John's, L.       Retoner, W.    "E. M. G. Hardy   Sydney, C.B.       Retoner, W.    "Fife"   Retoner   Retief   Retoner   Retoner   Retoner    "Fife"   Retoner   Retief     Retoner    "Fife"   Retoner   Retoner   Retoner   Retoner    "Fife"   Retoner   Retoner   Retoner   Retoner    "Fife"   Retoner   Retoner   Retoner    "Fife"   Retoner   Retoner   Retoner    "Fife"   Retoner   Retoner   Retoner    "Fife"   Retoner   Retoner   Retoner    "Minnie R.   Annapolis, N.S.     Retoner    "Hardy   Retoner   Retoner   Retoner    "Mary Eleaner   Retoner   Retoner   Retoner    "Minnie R.   Annapolis N.S.        "Lang Plotup"   Annapolis N.S.        "Marchiones   Runderland          "Marchiones   Runderland        "St. Olaf"        "St. Olaf"        "St. Olaf"        "St. Olaf"        "St. Olaf"        "St. Olaf"        "Marchiones        "St. Olaf"        "St. Olaf"        "St. Olaf"        "St. Olaf"        "St. Olaf"        "St. Olaf"        "St. Olaf"        "St. Olaf"        "St. Olaf"        "St. Olaf"        "St. Olaf"        "St. Olaf"        "St. St. I.        "St. St. I.        "St. St. I.        "St. St. I.        "St. St. I.        "St. St. I.        "St. St. I.        "St. St. I.        "St. St. I.        "St. St. I.        "St. St. I.        "St. St. I.        "St. St. I.        "St. St. I.        "St. St. I.        "St. St. I.	en.	en .	ន	4	*	<b>\$</b>	67	4	10	<b>00</b>	83	ю	60	-	ផ	3
"Kim Kian Huat"  "Kim Kian Huat"  "Kim Kian Huat"  "Kim Kian Huat"  "Kim Kian Huat"  "Mary Bleaner"  "Monreith"  "Anubis"  "An	8	1,189	316	8	86	1,623	8	28	6	189		<b>56</b> ·	821	363	1,963	الة ال
#Hidegards   Sollly	Ketch, W.		Tongkang, W.	Schooner, W.	Schooner, W.	S.S., Steel	Cutter, W.	Schooner, W.	Schooner, W.	Barquen- tine, W.	S.S., Steel	Schooner, W.	Lighter, W.	Schooner, W.		
"Hildegarde" Soilly  "Hildegarde" London  "Kim Klan Huat" Singapore  "Mary Eleaner" Halifax, N.S  24 years Liverpool  "Anubis" Liverpool  "Sy years Auckland, N.Z.  "Sy years Auckland, N.Z.  "E.M.G. Hardy" Sydney, C.B  "E.M.G. Hardy" Sydney, C.B  "Eith Mary" Sk. John's, N.F.L.  "Kifo" Sk. John's, N.F.L.  "Minnie R." Annapolis, N.S.  "Lily" Ipswich  "Lens Pickup" Annapolis, N.S.  "Marchioness Ipswich  "Lens Pickup" Annapolis, N.S.  "Marchioness Guebec  "St. Olaf" Quebec	:	901	:	:	:	(a) Ll. 1 100 Al. (b) 10.00.	:	:	:	:	:	:	:	:	(a) Li. Al. (in red) L (b) 1.00.	(a) II. 14 100 Al. (b) 4.96.
"Hildegarde"  "Hildegarde"  "Kim Kian Huat I year.  "Mary Eleaner"  "Anubis" II years.  "Coralie" "S years.  "Goralie" "S years.  "File" "File"  "File"  "Alinnie R."  "By years. "Lily"  "Lona Pickup"  "Lona Pickup"  "Marchionesa"  "Marchionesa"  "Marchionesa"  "Marchionesa"  "Marchionesa"  "St. Olaf" "S years.	Soilly	.:		Halifax, N.S		Liverpool		St. John's, N.F.L.	Sydney, C.B	8. Shields	St. John's, N.F.L.		Ipswich		Sunderland	Quebec
	years.		"Kim Kian Huat" l year.	"Mary Eleaner" 26 years.		: <b>g</b>		"Mary Florence" 26 years.	" E. M. G. Hardy" 8 years.		New.		rears.			
· <del>-</del>	7 Nov.	10 Nov.	10 Nov.	lg Nov.	13 Nov.	13 Nov.	14 Nov.	14 Nov.	15 Nov.	17 Nov.	17 Nov.		20 Nov.	21 Nov.	21 Nov.	21 Nov.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Place of Chematry.	Nagothna, Bombay, W.	Beny Rocks, Plymouth Sound.	Grand Legion Lighthouse Books, entrance to St. Brieux Harbour, France.	Stag Books, Cornwall.	Kentlah Knook Sanda, Resex.	Wallis Sands, near Ports- mouth, New Hampehire, U.S.A.	Secton See Rocks, Blyth, Northumberland.	Entrance to Mangalore, W. coast of India.	Shipwash Sand, Suffolk,	Shipwash Send, Suffolk.	Macleay River Bar, New South Wales.	S. Island, Twillingate, New- foundland.	Struck an outlying portion of the Skerry Rock, Peter- head Bay, and subse- quently sank is mile E. of N. Head of Peterhead.
Wind.	I	R.S.E. 6	8.W.5	8.E. to 8.S.E. 2.	8.K by 8.6	•	<b>≠</b> ∞	N.W. 2	W.N.W.	1	ı	E. by S. 6	8. 8. 8.
No. of Lives Lost.	1	1	1	l .	ł	10	1	1	1	10	ı	1	ı
Cargo and Number of Passengers (if any).	:	Ballast	Cosl .	Wheat	Phosphates	Alewives and boards,	Ballast	Chillies	:	Copper ore	Cont	Logs	Ballast
Port bound to.	Bombay	r fishing.	St. Brieux	Falmouth, for orders.	London	Boston, Mass.	Blyth	Mangalore	:	Hebburn, R. Iyne,	Maoleay, N.S.W.	King's Cove, N.F.L.	Aberdeen
Port sailed from.	Nagothna	Brixham, for fishing.	St. Davids	Bosario	Ghent	St. John, N.B.	Kallundborg	Tadri	:	Ipewich	Newcastle, N.S.W.	Fleur-de-lys, N.F.L.	Invergordon
Name and Address of Owner.	:	R. B. Croeker, Brixham.	J. G. Cox, Fal- mouth, Corn- wall.	K. S. Bertelsen & Oo., Stavanger, Norway.	J. Ennor, New- quay, Corn- wall,	stham, N.B.	S. M. Kühnle & Son, Bergen, Norway.	Pundlik Shaba, Kumta.	:	W.J. M. Hawkey, Newquay, Oornwall.	North Coast Steam Naviga- tion Co. Lim.	Bydney, N.B.W. D. A. Byan, King's Cove, N.F.L.	1, Hull,
Name of Mastor.	:	E. B. Crocke	P. Johnston	J. Larsen	J. Penaliggon	G. Shand, Chatham, N.B.	S. C. Brun	Banoo	J. McDonald	Matthews	W. B. Nelson	W. Tholman	P. Pelsen, Hull.
Orew.	ı	•	9	ıı	<b>6</b>	IQ.	81		8	۵	11	<b>6</b> 0	ю.
Tons.	01	\$	90.	988	8	<b>8</b>	1,406	13	181	88	<b>33</b>	22	14
Description of Vessel, and whether Iron or	Sailing vessel, W.	Ketch, W.	R.R., Steel	Barque, W.	Schooner, W.	Schooner, W.	8.8., Steel	Muchwa, W.	Coastguard cruiser (salling).	Schooner, W.	8.8, I.	Schooner, W.	Steam fish- ing bost, Steel.
(a) Class in Lloyd's Register, Liverpool Book, Or Bureau Veritas. (b) Date of last Survey.	:	:	(a) Ll. 🛧 100 A1. (b) 7.00.	:	:	:	(a) Li. 1 100 A1.	:	:	:	:	:	:
Fort of Registry, if Britiah.	British India (not registered).	Brixham	Falmouth	Norway	Fraserburgh	St. John, N.B	Norway	British India (not registered).	:	Brixham	Sydney, N.S.W.	St. John's, N.F.L.	Aberdeen
Name and Age of Vessel.	"Hariprassd" Age unknown.	"Dablia" 12 years.	"Fal" 6 years.	"Glimt" 19 years.	"Maggie" Zž yeara.	"Advance" 12 years.	"Fram" 15 years.	"Narayan Prasad" 17 years.	H.M.S. " Hind "	" Whim" 35 years.	"Coraki"	"Silverdale"	"Bit or Miss" 4 years.
Date of Jacuslir	19 C 23 Nov.	24 Nov.	24 Nov.	24 Nov.	26 Nov.	28 Nov.	26 Nov.	26 Nov.	27 Nov.	28 Nov.	29 Nov.	1 Dec.	2 Dec.

(2) STRANDINGS—continued.

129

Supposed on La Grande Grune Book, off Portelet Bay, Jersey, Channel La-	Bouthend Pler, Essex.	s mile from Island of Piram, Gulf of Cambay, W. coast of India.	Near Cloughton Books, Yorkshire.	Manzanillo Bay, Trinidad, W. Indies.	2 miles E. of Cape La Hague, France.	Yellow Rock, Gulf of Georgia, British Columbia.	Kacharia, Gulf of Cambay, W. coast of India.	Belhelvie, Aberdeenshire.	Gunfleet Sand, Thames Estuary.	Dog Bar Break water, Massa- chusetts, U.S.A.	Casawene, French Guiana,	The Casquets, Channel Jalands.	Ibris, Haddingtonsbire.	Mockbeggar Wharf, Liver- pool Bay.
8, W	W.N.W. 10	ı	W.N.W. 2	ŝ.	S.W. 10	S.E. 11	i	W. to N.	8.W.6	8.W. 10	l	!	W.N.W. 10	W.S.W. 8
8 (orew).	1	1	1	i	1	9 sup- posed (6 crew and 3	gers).	ì	ı	i	1	1	ı	ı
General, 8 passengers,	Ballant	:	Iron ore, 10 passengers.	Foodstuffs	Ballast	Cured fish, 3 passengers and 3 stow-	:	Cosil	Salt	Plaster	:	Ballast	Salvage gear.	Ballast
Jersey	dleigh Bay, E.	Вошрау	Newcastle- on Tyne.	Guayaguari	Cherbourg	Yokohama-	Gogo	Banff	London	Newburg, New Jer- sey, U.S.A.	:	:	alongside a d steamer off arbour.	Hoylake.
Plymouth	Moored in Hadleigh Bay, Essex. 	Dholera	Bilbao	Port of Spain	Plymouth	Vancouver, B.C.	Bhatha	Sunderland	Middles- brough.	Hillsboro, N.B.	: :	:	Moored alonysic stranded stea Leith Harbour,	Moored at Hoylake.
Anglo - French S.S. Co., Lim., Devonport.	ılgh, Essex.	:	Campenia de Nav. La Blanca, Bilbao, Spain.	t of Spain, Trinklad, W.L.	R. Mason, New- castle-on-Tyne.	J. Genelle, Van- couver, B.C.	:	A. Wilson, Banff	R. Archbold, Jarrow-on- Tyne.	G. W. Merritt. St. John, N.B.	R. A. W. H. Chase, Bridgetown, Barbados,	:	A. McKinnon, Leith,	T. Jones, Hoy- lake, Cheshire.
F. A. Blampied	J. Emery, Leigh, Basez.	:	V. Berrojain	R. Lindor, Port of WJ	J. S. Wilson	H. Yorke	:	W. H. Mathison	C. Bounce	J. C. Bogers	:	:	:	W. Jones
22	None on board.	ı	<del></del>	ıc	2	84	ı	4	60	7	j	60	None on board.	None on board.
8	•	8	1,186	00	88	614	ю	8	<b>8</b>	210	74	About 40	310	81
S.R., Steel	Smaok (fishing), W.	Salling vos- sel, W.	. 1.8.8	Sloop, W	S.S., Steol	8.S., I.	Sailing ves- sel, W.	Schooner, W.	Brigantine, W.	Schooner, W.	Schooner, W.	Smack (fishing), W.	Lighter (salvage), W.	Jigrer (fiching), W.
00 AL	:		00 A1.	•	00 A1.	:	:	:	:	:	:	:	:	:
(a) Ll. 🛧 10° Al. (b) 4.00°.	:	:	(a) I.l. 1 100 Al. (b) 3.00.	:	(a) Ll. <del>1</del> 100 (b) 3.99.	:	:	:	:	:	:	:	:	:
Plymouth (	Not registered	British India (not registered),	Spain	St. George's, Grena in.	Newcastle-on- Tyne.	Vancouver, B.C.	British India (not registered).	Banff	Teignmouth	St. John, N.B.	Bridgetown, Earbados.	France	Leith	Douglas, Isle of Man.
"Bossgull' lb years.	"John & Mary" 31 years.	"Alimadad" age unknown.	"San Antonio" ly years.	"Peace Maker" 6 years.	"Jesmond " 13 years.	"Alpha" 37 years.	"Machwa Macheri" Ago unknown.	"Mary"	" Nina" 25 years.	"Carlotta" 18 years.	"Evangeline" 15 years	"Gabrielle" Age unknown.	"Bertha" 37 years.	"Ebenezer"
4 Dec.	6 Dec.	10 Dec.	10 Dec.	li Dec.	14 Dec.	L5 Dec.	15 Dec.	15 Dec.	17 Dec.	19 Dec.	19 Dec.	30 Dec.	21 Dec.	21 Doc.

Appendix C.]
Table 1—cont.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

	- <b>4</b>	8		冶	ą.		Cay, West		8		Bay,	More-	
Place of Casualty.	Rocks S. of Inchkeith, Firth of Forth.	Near Apple Biver, Nova Scotia.	Saltooats, Ayrshire.	Garvel Park, near Greenook.	Entrance to River Tagus, Portugal.	Inverkip, Benfrewshire.	A reef near Wood Co Grand Bahama, W Indies.	Welsh Hook Sand, Bristol Channel.	Rabbit Island, Glandore, co. Cork.	Petpiswick, Nova Scotia.	Gwithian, St. Ives B. Cornwall.	Wainey Channel, Mooner oarde Bay.	Bude, Cornwall.
Wind.	W. 10	E.S.E.—	8.W. 10	8.W.9	Calm	8.W 10	ES.E. 7	S I	ı	Calm	W.N.W.9	N.W. 9	W.N.W. 10
No. of Lives Lost.	ı	1	ı	1	1	ı	ı	7 (crew).	ı	ı	ı	ı	22
Cargo and Number of Passengers (If any).	Coal	Ballast	:	:	Codflsh	Ballast	Ballast	General, 1 passenger.	Deals and battens.	General	Ballast	Ballast	Coal
Port bound to	Вуе	Parreboro, N.S.	beach at Salt-	chat Garvel	Lisbon	verkip, Ben- nire.	Savannah, Georgia.	Bristol	Conway	Musquod- oboit, N.S.	r flabing.	arry, for ng.	San Paulo de Loando.
Port sailed from.	St. Davids	Sackville, N.B.	Lying on beach coats.	Laid up on beach at Garvel Park, near Greenock	Fogo, N.F.L.	Laid up at Inverkip, Ben- frewshire.	Key West, Fla.	Liverpool	Dalhousie	Halifax, N.S.	St. Ives, for fishing	Walney Ferry, for fishing.	Cardiff
Name and Address of Owner.	J. Paesin & Co., Riga, Russia.	C. A. Morrison, Parretoro, N.S.	J. Reid, Saltcoats, Ayrshire.	T. Blair, jun., Greenock.	J. Williams, Portmadoc, Carnarvonshire.	D. Clark & Rayburn, Inverkip, Benfrewshire.	C. A. Smith, Newhaven, Conn., U.S.A.	J. Bacon, Lim, Liverpool.	R. Knudsen. Christiansand, Norway.	P. Young, Petpiswick, N.S.	T. Stevens, St. Ives, Corn- wall.	A. Strong, Barrow-in- Furness.	L. de Cosulleb & Co., Flume, Austria.
astor.	:	:	Saltcoa	:		:	:	:	:	:	:	:	:
Name of Master.	G. Norit	A. W. Brown	J. Reid,	:	P. O. Williams	J. Clark	F. G. Dunn	J. R. Wade	A. Rosseland	W. Young	B. C. Veal	J. J. Strong	E. Perovick
Orew.	•	ന	None on board.	None on board.	ю	None on board.	<b>∞</b>	15	ı	*	rc.	en .	2
Tona	150	88	2	92	100	<b>60</b>	729	341	487	27	<b>®</b>	ıc	289
Description of Vessel, and whether Iron or	Schooner, W.	Schooner, W.	Smack (trading), W.	Cutter (yacht), W.	Schooner, W.	Cutter (yacht), W.	Schooner, W.	S.S., Steel	Barque, W.	Schooner, W.	Lugger, W.	Smack, W	Barque, W.
(a) Class in Lioyd's Recister, Liverpool Book, or Bureau Veritaa. (b) Date of last Survey.	(a) B. Ver. 3'3, G. 1.1. for 9 years from 5.00, (b) 6.00.	:	:	:	(a) Ll. 4 Al. cont. from 5.00. (b) 8.00.	:	:	(a) Ll. 1 100 Al. (b) 4.00.	(a) B. Ver. 3.3, G. 1. 1. for 5 years from 11.96. (b) 9.99.	:	:	:	:
Port of Registry, if British.	Russia	Parraboro, N.S.	Not registered	Сожея	Carnarvon	Not registered	U.S.A	Liverpool	Norway	Halifax, N.S	Not registered	Not registered	Austria
Natio and Age of Versel.	"Gihdo"	"Nellie Blanche" 13 years.	"Seagull" Age unknown.	"Spray" Age unknown.	"Venus" 20 years.	"Widgeon"	"James G.Beechor" 11 years.	"Erunswick" 2 years.	"Gudrun" 31 years.	"Minnie M." 17 years.	"Honor" 18 years.	"'Ada" 20 years.	"Capricorno"
Date of Onevalty.	1900. 21 Dec.	21 Dec.	21 Dec.	21 Dec.	21 Dec.	21 Dec.	23 Dec.	24 Doc.	25 Dec.	25 Dec.	27 Dec.	28 Dec.	28 Dec.

(2) Strandings—continued.

Portland Breakwater, Dorsetahire.	Horse Point, Estuary of Biver Duddon.	Welsh Hook Sand, Bristol Channel.	Heswall, Cheshire.	Newton Noyes Pier, Milford Haven.	14 mile E.S.E. of the South Stauk, off Anglesey.	Aberfelin Groek, near Tre- vine, Pembrokeshire.	Perranporth, Cornwall.	Near Cleggan, co. Galway.	Welsh Hook Sand, Bristol Channel.	# mile below Glin Pier, co. Limerick.	Welsh Hook Sand Bristol Channel.	Thurstaston, Cheshire.	Legn Beach, Jurby, Isle of Man.	Blue Cap Book, Fern Islands.
N.W.9	W.N.W., squally.	8.W.10	N.W. 9	W.N.W. 10	W.N.W. 10	N.W. 10	N.W. 10	N.N.W. 10	S.W. 10	N.W. 10	8.W. 10	N.W.9	\$	S. 1
-	1	10	1	ı	33	က	ı	<b>C4</b>	n	ì	ĭ	1	1	1
Ballast	Ballast	Cost	Ballast	Slates	General	Coal and coke.	Saltpetre	Ballast	Coal	wood	Closal	Ballast	Ballast	Clay
Bilbos	illom Pier,	Maceio	Heswall	Little- hampton.	Victoria, Vancouver.	Bahia	Falmouth, for orders.	or fishing.	Paramaribo	Garston	St. Paulo de Loando.	est Kirby.	Mill Bay,	Fisherrow, Leith.
Botterdam	Moored off Millom Pier, Askam.	Nowport, Mon.	Moored at Heswall	Aberdovev	Liverpool	Cardiff	Iquique	Cleggan, for fishing.	Newport Mon.	Foynes	Newport, Mon.	Moored at West Kirby.	Anchored in Mill Bay, co. Down.	Par
F. D. Abssolo, Bilbso, Spain.	W. Bird, Askam	A. Natvig & Co., Kragero., Norway.	wall, Cheshire.	J. Williams, sen Portmadoc, Car- narvonshire.	W. Price, Liverpool.	J. C. Svendsen. Christiansand, Norway.	A. O. Bordes fils, Dunkirk, France.	J. King, Cleggan, co. Galway.	J. Schjelderup & Co., Kragerö, Norway.	w, co. Wicklow.	Jorgensen & Jork- jend, Tvede- strand, Norway.	West Kirby, bire.	J. Cully, Porta- vogie, co. Down.	G. G. Cantell, Gorey, Jereoy.
J. Boman	J.Jackson	М. Рефегаеп	J. Williams, Hoswall, Cheshire.	O. Hughes	J. Wilson	J. H. Zopfi	- Quimper	T. King	K. Andersen	J. Furlong, Arklow, co. Wicklow.	G. Jensen	J. P. Kershaw, West Kirby, Cheshire.	J. McMaster	J. E. Le Mesurier
*	None on board.	2	None on board.	4	\$	21	25	•	Ħ	ю	Ħ	None on board.	None on board.	4
1.611	C4	<b>3</b> ‡	<b>∞</b>	63	2,333	999	1,587	69	88	86	541	ıa	13	82
S.S., Steel.	Smack (shrimp boat), W.	Barque, W.	Jigger (fishing),	Brigantine, W.	Barque, Steel,	Barque, W.	Barque, Steel.	Lugsail, W.	Barque, W.	Brigantine, W.	Barque, W.	Pleasure boat, W.	Dandy (fishing), W.	Ketch, W.
.00 Al.	:	:	:	:	100 A1.	:		:	:	:	:	:	:	:
(a) II. ¥ 100 Al. (b) 4.99.	<i>:</i>	:	:	:	(a) Ll. <b>‡</b> 100 Al. (b) 11.00.	:	(a) B. Ver. I. 3/3 L.1.1. from 11.99. (b)	:	: :	:	:	:	:	:
Spain (a	Not registered	Norway	Not registered	Carnarvon	Liverpool (a	Norway	France (a	Not registered	Norway	Swansea	Norway	Not registered	Not registered	Јегвет
"Enecuri" 6 years.	"Fly" Age unknown.	"Hovding"	" Martha" Age unknown.	"Neptune" 54 years.	"Primrose Hill" 14 years.	"Ragna"	"Seine" 1 year.	"Star of Cleggan" 4 years.	"Tenax Propositi" 32 years.	"Topaz" 30 years.	"Tordenskjold" 23 years.	"Mary Jane" Age unknown.	"Troy" Age unknown.	"Pallas" 39 years.
28 Dec.	28 Dec.	28 Dec.	28 Dec.	28 Dec.	28 Dec.	28 Dec.	28 Dec.	28 Dec.	28 Dec.	28 Dec.	23 Dec.	29 Dec.	29 Dec.	30 Dec.

(2) Strandings—continued.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

25 miles westward of Hango, Finland, Russia. 3 34 miles inside Muros Light, Spain. Rocks outside N. Pier, Wick, Caithness-shire. Cross Sands off Tarmouth afterwards beached at Freiston, Lincolnshire. Blewflelds Bluff, Nicaragua. La Manche Bay, Newfound-land. Stepper Point, Cornwall. Place of Cosmalty. Portincross, Ayrshire, Aldeburgh, Suffolk. Reiville Point, Vasst, France. Poti, Russia. Eastham, U.S.A. 8.8.E. 6 8.W.9 Wind. **B.E.** 10 N.W. 10 EN.E.4 Calm S. 10 No of Lives Lost ı ı ı ı ı ı ı ı ١ \_ ł ١ Carro and Number of Passengers of any. : : Wheat and oil cake, 1 passenger. : : Manganese ore. : : : : Lumber General Ballast Ballast Ballast Ballast Wood 200 ු දිරි Selt Coal Blewfields, Nicaragua. : : : Saunders-foot, Pem-brokeshire. Fort bound to Wilming-ton, N.C. Stornoway Guernsey Laid up on beach at Portincross, Ayrshire. London Garreton Padstow. Reval Perth Amboy, New Jer-sey, U.S.A. Boston, Lines. Cay-: : : Port sailed from. : : : Archangel N. Shields Hamburg Runcorn Вжапвов Poti .. Grand man. London Buckie Ferrol H. H. Petersen, Arendal, Nor-1,86 Lin, H. O. Bodden, Blewfields, Ntoaragua. E. Stephens, Par, Cornwall. W. S. Allport, Padstow, Corn-wall. F. C. E. Rahtkens, Middlesbrough. J. T. Lunn, New-castle-on-Tyne. G. E. Bentley, Fox River, N.S. G. Cawson, Cardiff. A. Mackenzie, Stornoway. T. Logan, West Kilbride, Ayrshire. Name and Address of Owner. Bailey & Itham, I P. F. Pigeon, Jersoy. R Allen Bridgwater. : : : : Name of Master. J. S. McGavin A. Clemetson W. A. Bodden J. Le Pedvin F. Dudgeon Mackay Ј Јоћвноп J. Tippett T. Magor Kerr ď Þ None on board. Crew. and pilot ឌ ķ ន 0 803 Tons. 1,100 2 379 **9**8 1,797, 88 1,034 Ę 8 \$ ജ 79 Luguall (fishing), W. Description of Voscol, and whether Iron or Wood. Steel.. : Lugger (flabing), W. Schooner, Barquen-tine, W. Schoonor, Schooner, W. Barquen-tine, W. × ₹ Ketch, 8.8., I. Ketch, Kotch, 8.B., I. 8.3 (a) Class in
Lloyd's Register,
Liverpool Book,
or Bureau Veritas.
(b) Lute of last
Survey. **₽**i. AJ. **A1.** : : : ĝ 8 (a) L1. **4** (b) 5.00. (a) Li. 🛧 1 (b) 3.00. : (a) Ll. 1. (b) 10.00. : : : : : : : : : : Bay, Newcastle-on-Tyne. Windsor, N.S... Middlesbrough registered : Not registered Port of Registry, If British. Bridgwater Bridgwater Montego Jamaica, : Norway : Padstow Jersey Dublin Hall Š "Carl Rahtkens".. 15 years. Name and Age of Vessel. 'R. T. B." 16 years. "Sirocco" .. 17 years. "Marion" .. 20 years. "Arthur" .. 16 years. "China" .. 32 years. "Jeffery" ... "Sovereign" 64 years. "Teazer" .. 28 years. "Ivydene".. l5 years. "Lily" ... 30 years. "Brilliant".. "Ann" .. 96 years. Date of Oversalty. 1900. 30 Dec. 31 Dec. 31 Dec. Ďě: 1901. | Jan. 7 Jan. 2 Jan. 2 Jan. 6 Jan. 6 Jan. 7 Jan. 8 Jan.

W. Arichat, Cape Breton.	Pointe des Cascades, Ré- union.	Lambert's Bay, Cape Colony.	Lat. 13º 16' S., long. 76º 20' W., Peru.	Lee reef of the Bogue Island, Jamaica.	Oamber Sands, near entrance to Rye Harbour, Sussex.	Oawsand, Cornwall.	Stow, Butt of Lowis.	Salisbury Bank, Estuary of River Dee.	Abandoned about 2 miles of Lucifer Shoal Lightship; sfterwards drove ashore on Mount Besch, Car- diganshire,	Mango Island, Fiji.	Entrance to River Tees.	Point Cloates, Western Australia.	Gore Sand, Estuary of River Parret.	Reef 4 miles Northward of Port Shepstone, Natal.
1	S.E. by E. 12.	1	Calm	N.N.E. 6	œ øi	o. Ø	W.N.W.	N.W. 10	æ.⊛	N.W. 7	N.W. to N. 9	S. 10	N.E. 4	8.2
1	23 (in- cluding 19 Las- cars).	-	ì	ı	ł	1	ı	1	1	ı	1	1 .	1	ı
Ballast	Ballast	:	Cost	Wool	Copras, (scories).	:	Ballast	Cosil	Ballast	:	Iron ore	Ballast	Coal	General
Arichat, C.B.	Mauritius	:	Callao	Falmouth, Ja.	Granville	wsand Bay, wall.	κh at Stow.	Carnarvon	Newport, Mon.	Mango Island, Fiji.	Middles- brough.	e, W.A., fishing.	Bridgwater	Port Natal
Laid up at W Aricbat, C.B.	Rangoon	: :	Newcastle, N.S.W.	St. Ann's Bay, Ja.	Dunkirk	Moored in Cawsand Bay, Cornwall.	Lying on beach at Stow.	Point of Air	Wexford	Moored at Mango Island, Fiji.	Bilbaco	Fremantle, W.A., for pearl fishing.	Newport,	Port Shep- stone.
richat, C.B.	Bombay & Persia Navigation Co., Bombay.	:	W. Montgomery, London.	J. E. Kin & Co., Montego Bay, Jamaica.	Société Anonyme des Carrières de l'Ouest, Paris.	B. Sparrow, Plymouth.	rpie, Ness.	W. Thomas, Amlwch, Anglesey.	M. Kavanagh, Wexford.	D. Robbie, Levuka, Fiji.	O. Blom, Fredricksvarn, Norway.	:	Sully & Co., Lim., Bridgwater.	W. F. Currie, Port Natal.
B. Girroir, Arichat, C.B.	A. Clark	:	R. Guthrie	E. Sutton	J Henry	S. Ball	J. Gunn, Korpie, Ness.	R. Jones	- Williams	A. A. Austin	S. Gulbrandsen	H. Makaals	W. Trunks	В. О. Јасовноп
None on board.	75	006		ю	4	None on board.	None on board.	es	4	<b>∞</b>	61	es	es	п
19	1,569	3,400	1,960	8	48	œ	1 ,	28	<b>8</b> ´	150	823	1	64	123
Schooner, W.	8.8, I.	Twin screw cruiser.	Shir, Steel	Schooner, W.	Smaok, W.	Barge, W.	Lugsail (flahing), W.	Schooner, W.	Schooner, W.	S.S., W	S.S. I	Lugger, W.	Ketch, W.	Dandy, W.
:	00 A1.	:	N 41.	:	:	:	:	:	:	:	:	:	:	;
:	(a) I.l. <del>K</del> 100 (b) 8.00.	:	(a) L1. 1 100 (b) 2.00.	:	:	:	:	: :	:	:	:	:	:	:
	:	:	:		:	:		:	:		:		:	:
Arichat, C.B	London	:	London	Kingston, Ja	France	Plymouth	Not registered	Liverpool	Preston	Auckland, N.Z.	Norway	Colonial (not registered).	Bridgwater	Cape Town
"Catherine" 35 years.	"Kaisari" 14 yeara	H.M.S. " Sybille "	"Bothwell" 15 years.	"Gypey" 10 years.	"Jenne Arthur" 40 years.	"Providence"	No name 8 years.	"Thomas" 83 years.	"Hannah" 36 years.	"Medora" 5 years.	"Carlo" 31 years.	"G.S.S." Age unknown.	"William" 81_years.	"Harry Mundahl" 19 years.
11 Jan.	13 Jan.	16 Jan.	18 Jan.	19 Jan.	19 Jan.	19 Jan.	23 Jan.	ZīļJan.	28 Jan.	28 Jan.	30 Jan.	30 Jan.	30 Jan.	31 Jan.

(2) Strandings—continued.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Place of Casualty.	N.N.E. Rock of Wedge Island, Spencer Gulf, S. Australia,	N. Head, Port Jackson, New South Wales.	Cookington Head, Barn- staple Bay, Devonshire.	Entrance to Padstow Har- bour, Cornwall.	Portminster Beach, St. Ives, Cornwall.	Hudder Rocks, off Polperro, Cornwall.	Hibernia Beef, Antigua, W. Indies.	Panton Reef, off Carnot Bay, Western Australia.	S. Gare Breakwater, Entrance to River Tees.	Coast of Iceland, (exact posi- tion not stated).	Skomar Island, off Pembrokeshire.	Singapore Rock, Tongaru Straita, Japan,	Entrance to Bridlington Harbour, Yorkshire.	About 12 miles S.W. of Cape Spartel, Morocco.
Wind.	S. to S. R.	1	Variable 10	N.N.W. 8	g.X	N.W. 6	l pri	N.N.W. 5	N. by W.	ea 	Oalm	N.W.7	s,	er Mi
No. of Lives Lost	1	ı	4	1	1	ı	ı	ı	ı	2	ı	ı	-	62
Cargo and Number of Pussengors (if any).	Wheat	Cos.1	Coel	Wheat	Culm	Ballast	Fruit, 3 passengers.	Ballast	Salt	Ballast	Ballast	Cosl	Coal	Cool
Port bound to.	Algoa Bay	Sydney.	St. Agnes	Cardiff	Bordeaux	Fowey	Antigua	.A., for bing.	London	Hull	В жапвеа	Hong Kong	Portsmouth	Maka
Port sailed from.	Port Pirie	Newcastle, N.S.W.	Port Talbot	Padstow	Зwапяев	Plymouth	Barbados	Broome, W.A., for pearl fishing.	Middles- brough.	Iceland	Newquay	Mororan, Japan.	Hartlepool	Cardiff
Name and Address of Owner.	R. Thomse & Co., Liverpool.	B. Byrnes. Sydney, N.S.W.	J. Hifchins, St. Agnes, Cornwall.	M. Thomas, Wadebridge, Cornwall.	ierre, France.	R. Hughes, Liverpool.	V. Riorden. (Address not stated.)	A. Birnie, Broome, W.A.	B. Archbold, Jarrow on- Tyne.	Hellyer's Steam Fishing Co., Lim., Hull.	quay, Cardigan-	W. Lamplough, London.	D. T. Sharper, W. Hartlepool,	E. H. Watts, London.
Name of Master.	H. Griffith	W. Gallant	T. Haddock	J. T. Kest	L. Lebail, St. Pierre, France.	J. Pring	8. Toppin	Y. Yamasti	C. Rounce	T. Clarkson	D. Williams, Newquay, Cardigan- shire.	G. Ноwве	E. Wilyman	J. C. Campbell
Grew.	36	90	4	4	80	22	4	6	<b>0</b> 0	n	Ø	83	G.	22
Tons.	1,799	212	79	25	п	88	ю	6	192	19	<b>8</b>	2,047	92	916
Description of Vessel, and whether Iron or	Ship, Steel	Schooner, W.	Schooner, W.	Schooner, W.	Brigantine, W.	8.8., I.	Schooner, W.	Schooner, W.	Brig, W	Steam trawler, L	Ketch, W.	S.S., Steel	Barquen- tine, W.	8.8, I
(a) Glass in Lloyd's Raviter, Live proof Book, or Burnan Veritas. (b) Date of last Surney.	(a) Li. 1 100 Al. (b) 3.00.	:	:	:	:	:	:	:	:	(a) II, \$\frac{1}{4}\$ 100 AI. (b) 4.99.	:	(a) L1. 1 100 A1. (b) 9.00.	:	(a) Li. 1 100 Al. (b) 8.00.
Port of Registry, If British.	Liverpool	Newcastle, N.S.W.	Науlе	Padstow	France	Liverpool	Bridgtown, Barbados.	Sydney N.S.W.	Favorsham	Hull	Aberystwith	London	Montrose	London
Name and Age of Vessel.	"Glenpark" 4 years.	"May Byrnes" 3 years.	"Goonlaze"	"Janie Vivian" 32 years.	"Julien Marie" 40 yea: s.	" White Rose" 16 years.	"Iris" New.	"Shamrock"	"Prince Consort" 39 years.	"Cleopatra" 2 years.	"John James"	"Ashton" 8 years.	"Comet" 38 years.	"Camden" 22 years.
Date of Jacustry.	1901. 1 Feb.	2 Feb.	4 Feb.	5 Feb.	5 Feb.	5 Feb.	8 Feb.	8 Feb.	12 Feb.	13 Feb.	13 Feb.	15 Feb.	17 Feb.	19 Feb.

135

Nambuoca Eiver Bar, New South Wales.	Entrance to Kalpara Harbour, N. Island, New Zealand.	Byde Quay, Isle of Wight.	Scrabster, Caithness-shire.	Lance Cove, Cape Lahune Newfoundland.	St. Keprit Island, Ospe Breton.	N. side of Bilbao Break- water, Spain.	See Elvphant Besch, King's Island, Bass Strait.	Gruden Scaurs, Aberdeen-shire.	Entrance to Porthleven Har- bour, Cornwall,	Entrance to River Bann, co. Londonderry.	Village Pt. Recf. Denman Island, Vancouver, British Columbia.	Isle of Grain, Kent.	Picnic Bay, Port of Towns- ville, Queensland.
1	ສາ 	8.8.E. 5	S. IS. 10	8.W.7	88.W.	N.W. 10	Calm	8,1	Calm	8.E. by E.	8.E. 2	<b>13.</b> 7	8, E. 3
ı	ı	;	1	ı	I	æ	ı	1	ı	ı	1	1	I
Ballast	Ballast	Slates	Ballast	General, 14 passengers.	Frozen herrings.	Ballast	Palings	General 6 passengera.	Limestone and general.	Manuro	Coal	Flints	Ballast, 3 passengers.
Bellinger, N.R.W.	Kaipara, NZ.	, I. of Wight.	Scrabster ds.	St. Pierre, Miquelon.	Lunenburg, N.S.	Bilbao	Port Adelaide, S.A.	Peterhead	Porthleven	Coleraine	Oyster Harbour.	Sheerness	Townsville
Nambuca, N.S.W.	Pioton, N.Z.	Lying at Byde, I. of Wight.	Anchored in S Roads.	Bayonne, France.	Burin, N.F.L.	8t. Nazaire	Burnie, Tas.	Aberdeen	Plymouth	Plymouth	Сотож	Milton	Picnic Bay, Magnotic Island,
F. Buckle, Sydney, N.S. W.	R Pitcaithly, Christchurch, N.Z.	alimore, Mortham, Southampton.	J. Sinclair, Thurso, N.B.	S. M. Legasse & Sons, St. Pierre, Miquelon.	E. F. Zwicker, Lunenburg, N.S.	A. A. Wyllie, Ayr.	Trustees of W. Cowjer and A. Higham, Mel-bourne.	Peterhend, Leith and Abardeen Steam Naviga- tion Co. Lim.	Peterhead. B. Sparrow, Plymonth.	W. Postlethwaite, Holborn Hill, Cumberland.	Pacific Coast Co., New York.	Smecd, Dean & Co., Lim., Sittingbourne, Kent.	R. Huyles, Mag- netic Island, Cleveland Bay, Queensland.
:	:	Dalimore, Southan	:	:	:	:	:	:	:	:	:	:	;
D. Patience	A. McDonald	F.	А. МоКау	E. S. Lo	L Zinok	J. B. Murray	P. Johnsen	W. Dinnis	Е. Разсое	E. W. Hughes	Ј. Напвоп	W. Norton	J. McLeod
<b>8</b>	60	None on board.	None on board.	11	7	a	4	•	ଟା	ß	8	64	က
18	150	គ្ន	15	156	88	1,140	. <b>, 3</b>	131	<b>8</b>	8	1,696	eg .	17
Steam tug, W.	Schooner, W.	Smack, W.	Smack (fishing), W.	Barquen- tine, W.	Schooner, W.	8.S. L	Schooner, W.	S.8 I.	Smack, W.	Schooner, W.	S.S. I.	Spritsail, W.	8.S., W
:	:	:	:		:	00 A1.	:	00 A1.	:	:	3/3, G. 16.99.	:	:
:	:	:	: :	(a) B. Ver. 3/3, L.1.1 for 16 years from 8.98. (b) 1.01.	:	(a) Li. ‡ 100 Al. (b) 8.00.	<b>:</b> :	(a) II. 1 100 Al. (b) 3.00.	:	:	(a) B. Ver. I. 3/3, G. 1.1. from 16.99. (b) 10.90.	:	:
Sydney, N.S.W.	Lyttelton N.Z.	Not registered	Not registered	France	Lunenburg, N.S.	Glasgow	Melbourne	Peterbead	Plymouth	Barrow	U.S.A	Faversham	Townsville Queensland.
"Alert" 19 years.	"Lady St. Aubyn" 30 years.	"Plover" 40 years.	"Eros" 19 years.	"Aquitaine" 3 years.	"Rambler" l year.	"Avlona" 21 years.	"Bruthen" 12 years.	"Daisy" 17 years.	"Concord" 68 years.	"George 4th" 28 years.	"Willsmette" 20 years.	"Emily" 46 years.	"Beo"
20 Feb.	25 Feb.	26 Feb.	l Mar.	6 Mar.	6 Mar.	8 Mar.	13 Mar.	13 Mar.	15 Mar.	.15 Mar.	16 Mar.	18 Mar.	19 Mar.

Place of Chemalty.	Bangor, Carnarvonshire.	Red Bay, co. Antrim.	Reef S, of Briar Bush Cay Jamalca, W. Indies.	Hasborough Sand, Norfolk,	Near Prawle Point, Devon- shire.	Warrnambool, Victoria.	Middle Sand, Isle of Sheppey, Thames Estuary.	Barrow Sand, Essex.	600 yards from Barkly Island, Port Louis, Mauritius,	1s mile S. of Waitaki River, Middle Island, New Zea- land.	Off the low land of Port- land, loeland.	Outside Entrance to Victoria Dock, Bull.	Near S. Bishope Lighthouse, Pembrokeshire.
Wind	N.E. 8	E.N.E. 8	z.	В. 9	E.N.E.8	1	E N.E. 10	E.N.E. 8	ı	8.8.6 8.8.7	S.E. 9	W.4	Z, 6
No. of Livos Lost	1	ı	1	ı	ı	1	4	ı	7.	1	ı	l	1
Cargo and Number of Passengers (if any).	:	:	Ballast, 2 passen- gers.	Deals	Ballast	Ballast	Cosi	Firewood	Salt and grain.	Ballast, 1 passen- ger.	Ballast	Manure	Cosi
Port bound to.	Hirael, noar or.	Strangford	Montego Bay.	Paimbœuf	Devonport	Warrnam-	Whitstable	Rochester	Mauritius	Dunedin. N.Z.	or fishing.	Victoria Dock, Hull.	Exeter
Port galled from.	Anchored at Hirael, near Bangor.	Portrush	Kingston	Christiansand	East Cowes	Moored at Warrnam- bool, Victoria.	Sunderland	Frederikstadt	Aden	Sydney, S.W.	Grimsby, for fishing.	Alexandra Dock, Hull.	Troon
Name and Address of Owner.	B. Richards, Bangor, Carnarvon- shire,	T. Murphy, Strangford, co. Down.	R. Jacobs, Montego Bay, Jamaica.	H. A. Kvasse, Ohristiansand, Norway.	H. S. Hanson, E. Cowes, I. of Wight,	:	The Whitstable Shipping Co., Whitstable, Kent,	O. Olsen, Tjömö, Norway.	Hajee Cassum Joosub, Bom- bay.	T. C. Kerry, London.	E. Bacon, sen, Grimsby.	W. Nettleton, Hull.	B. Tupman, Knottingley; Yorkshire
Name of Master.	B, Bichards, Bar	T. Murphy, Stra.	J. Godfrey	G. Helwig	J. Rogers	:	G. Frend	O. Olsen, Tjö	J. F. Tyndall	G. Mumford	O, Patterson	C. Fines	J. Walker
Orow.	None on board.	673	<b>∞</b>	<b>∞</b>	est.	ı	7	7	88	n	ឡ	64	9
Tong	33	78	<b>9</b> 8	88	ឮ	ı	. 75	88	1,888	230	19	8	149
Description of Vessel, and whether Iron or Wood.	Smack (trading), W.	Schooner, W.	Schooner, W.	Brig. W	Cutter, W.	Sailing yacht, W.	Brigantine, W.	Brig, W	s.s., L	Schooner (yacht),	Steam trawler, I.	Lighter, W.	Schooner, L
(a) Chass in Lloyd's Beriter, Liverpool Book, or Burcau Veritas. (b) Date of last Survey.	: :	:	:	:	:	:	:	:	:	:	(a) Ll. # 100 Al. (b) 10.98.	:	(a) Li. 1 100 Al. (b) 2.96.
Port of Registry, if British.	Not registered	Glasgow	Montego Bay. Jamaica.	Norway	Not registered	Colonial (not registered).	Sunderland	Norway	Bombay	Portsmouth	Grimsby	Not registered	Whitehaven
Name sad Age of Vessel.	" Grace" 30 years.	"Marie Kirstine" 51 ycars.	"Maryland"	" Egras" i31 years.	No name New.	"Kianga" Age unknown.	"Rose" 31 years,	"Comforter" 34 years.	"Taher" 32 years.	" Ariadne" 27 years.	"Lindsey" lyear.	"No. 5" 30 years,	*Isabel" 31 years.
Date of Ocernalty.	1901. 19 Mar.	19 Mar.	19 Mar.	20 Mar.	20 Mar.	21 Mar.	21 Mar.	22 Mar.	22 Mar.	24 Mar.	24 Mar.	24 Mar.	25 Mar.

(2) STRANDINGS—continued.

Approximate lat. 16° 19' 45" E, long. 12° 2' E., Western Australia.	About 24 miles 8, of Hauxley Lifebosthouse, Northum- berland,	Sorabeter, Caithness-shire,	4 miles W. of Ferryside, Carmarthenshire,	W. side of Lovenwick Bay, Shetland.	Andrews Shoal; afterwards drove aahoreat Felizstowe, Suffolk,	Bryon Island, Gulf of St. Lawrence, Canada.	Mails Air, Cunningsburgh, Shetland,	Rantum, Sylt Island, Ger- many.	Cove Haven, near Arbroath, Forfarshire.	Coorong Beach, S. Australia.	Pearl Rook, Strates of Gib- raltar, Spain.	Losquet Rock, near Moléne, Finistère, France.	Point Anconi, Cape Breton.	Porth Ty Mawr, Carnarvon- shire.
<b>W</b>	E.S.E. 8	8.E. 10	18.W.8	B.R.R. 9	8.8.W.8	E.N.E. 8	8.E. 10	8.W.3	E.S.E. 9	B.B.W.9	ĸ.	W.S.W. 5	8. H. 9	8.W. by 8. 5.
ŧ	<b>G</b>	i	ea •	1	ı	i	i	· 1	ı	i	ı	1	ı	ı
Timber, shell, wool, &c., 59 passengers.	Cement	Ballast	Coni	Ballast	Stone and patent manure.	Ballast	Ballast	Slates	Ballast	Preserved rabbits & ground bark.	Iron ore	Grain and officake.	Salt	General
Derby, W.A., and Singa- pore.	Leith	Sorabeter ds.	Bio de Janeiro.	etland.	Ipswich	ue, N.F.L., fishing.	Mails Air, gh, Shetland.	Harburg	to obtain set.	Port Adelaide.	Glasgow	Rotterdam	N. Sydney	Wellington & Dune- din, N.Z.
Fremantle, W.A.	Rochester	Moored in Scrabster Roads.	Cardiff	Moored in Levenwick Bay, Shetland.	Guernsey	Port au Basque, N.F.L., for seal fishing.	Moored at Mails Air, Cunningsburgh, Shetland,	Portmadoc	l Arbrosth, to obtain ballast.	Port Caroline	Almeria	Novorossisk	Liverpool	Liverpool
W. Australian Steam Naviga- tion Co., Lim., London,	G. B. Haller, Lim., Hull.	G. Beid, Thurso, Caithness-shire.	J. Johanson, Christiania, Norway.	F. S. Anderton, Vails, Walls, Shetland.	W. Scarf, Ipswich.	D. Murray, Glasgow.	G. B. & W. Jamieson, Sandwick, Shetland.	J. Jones, Port- madoc, Carnar- vonshire.	D. Cargill, Arbroath.	W. Hoffmeister. Port & delaide, S.A.	Macisy & McIntyre, Glasgow.	J. Yaylor & Co., Sunderland.	G. Larsen & Co., Kopervik, Norway.	W. M. Nicholson & Co., Liverpool.
•	:	Churso,	:	:	:	:	:	:	Osrgill,	elister. P	:	:	:	inson
H. Talboys	E. Hutton	G. Beld, 7	н. Јеђе	T. P. Sinclair	G. Jennings	W. Bartlett	S. Gordon	W. Jones	Ä	W. Hoffm	J. Hardie	R. Eilley	P. Larbon	R. L. Mitchinson
œ	01	None on board.	11	None on board.	4	194	None on board.	<b>∞</b>	LO.	ю	æ	84	<b>∞</b>	8
1,271	164	81	1,287	31	1.8	307	83	240	81	<b>3</b> 5	1,313	1,677	307	<b>88</b>
S.S., Steel	8.8, L	Lugger (fishing),	Ship, W	Dandy (fishing),	Schooner, W.	88.W.	Yawl (fishing),	Barquen- tine, W.	Lugger (fishing), W.	Ketch, W.	88, I.	S.S., Steel	Brigantine,	Barque, I.
00 A1.	:	:	:	:	:	:	:		:	:	00 A1.	00 A1.	r. 5/3, 1 year (b) 1.01.	00 A1.
(a) II. <b>Å</b> 100 AI. (b) 12.00.	:	:	:	:	:	:	:	(b) Ll. 4 Al. cont. from 3.99 (b) 12.00.	:	:	(a) II. ¥ 100 Al. (b) £00.	(a) II. 14 100 A1. (b) 8.00.	(a) B. Ver. \$3, A.l.l., for 1 year from 8.00. (b) 1.01.	(a) II. <b>‡</b> 100 Al. (b) <b>3.0</b> L
<sup>Ле</sup> . А.	:	stered	:	stered	:	:	stered	:	stered	:	: •	:	:	:
Fremantle, W.A.	 Hall	Not registered	Norway	Not registered	Ipswich,	Greenock	Not registered	Carnarvon	Not registered	Adelaide	Glasgow	Sunderland	Norway	Liverpool
"Karrakata" 4 yeare.	"Paria" 28 years.	"Advance" Age unknown.	"Australia" 26 years.	"Florence" 7 years.	"Bose"	"Hope"	"Nicholas Jenking" 50 years.	"Martha Percival" 24 years.	"Rock Light" 14 years,	"Elsie" 28 years.	"Irthington" ' 21 years.	"Rubinstein" 12 years.	"Curlew" 20 years.	"Stuart"i 24 yeara
26 Mar.	29 Mar.	30 Mar.	30 Mar.	30 Mar.	30 Mar.	31 Mar.	31 Mar.	1 Apr.	2 Apr.	3 Apr.	4 Apr.	5 Apr.	6 Apr.	8 Apr.
_						_	-							

SHA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

					.,	જ	(2) Stranding	Strandings—continued.			-		:	
Casi	Date Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritaa. (b) Dake of last Burvey.	Description of Vessel, and whether Iron or Wood.	Tons.	Orew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost	Wind.	Place of Casualty.
7.7	1901. "Wendall Burpee" 2 years.	St. John, N.B.	:	Schooner, W.	88	*	L. Merseburg	N. C. Scott, St. John, N.B.	New York	St. John, N.B.	Cos.l	60	E. 7	Broad Cove, Cape Elizabeth, Maine, U.S.A.
83	23 Apr. "Artisan" 20 years.	St. John, N.B.	(a) B. Ver. 3/3, L.1.1, for 4 years from 10.99, (b)	Barque, W.	1,088	9	S. Purdy	W. Thomson & Co., St. John, N.B.	Manils	Newcastle, N.S.W.	Ballast, 1 passenger.	1	. <b>co</b>	Cape Paterson, Victoria.
<u> </u>	24 Apr. Mary Wadley" Tyears.	Hobart, Taemania.	10.50.	Barquen- tine, W.	150	•	I. T. Shimmins	Ford & Harris, Bobart, Tas- mania,	Garden Island Creek, Taemanis.	Adelside, 8.A.	Timber	ı	co cd	Garden Island Creek, Tas- mania.
*	24 Apr. "Sobraon"	Greenock	(a) II. 100 Al. (b)	S.S., Steel	4411	210	L.M. Wibmer	Peninsular & Oriental Steam Navigation Co., London,	Shanghai	London	General, 70 passengers.	ľ	ī	Western Island of Tung Yung, off China.
<b>z</b> i	24 Apr. "Whinfield"	Cardiff	(a) I.I. 1 100 A1. (b) 10.00.	8.8. I	208	81	T. Gorvin	P. Thomas & C. H. Stokes, Cardiff.	Decido	Cardiff	Iron ore	1	N.W. 2	Quies Rocks, near Trevose Head, Cornwall.
<b>8</b>	26 Apr. "Lord Eglinton" 36 years.	Not registered	:	Smaok, W.	71	es .	J. Fletcher	W. Smith, Loch-gilphesd, Argyllabire,	Ardrisbaig	Ardrosean	Ballast	ı	ъ. 4	Entrance to Ardrossan Harbour, Ayrshire.
8	28 Apr. Proptious"	Sunderland	(a) Li. Al. • (in red) l. (b) 3.01.	8.8, I.	1,164	2	J. R. Scarborough	Taylor & Sander- son, Sunder- land.	Bilbao	Middles- brough.	Iron ore	N	N.W. squally.	Bilbao Breakwater, Spain.
- <del>- 3</del>	27 Apr. "Athlathul Vohab" 18 years.	Not registered		Munji, W.	8	я	Abdurahiman	Munday at Amed Kutti Amanath Kutti, Cannan- ore.	Beypoor	Cannacore	General	l	8.E. 6	Fort Rocks, Oannanore, W. coast of India.
<u> </u>	Apr. "Cheris Odo Kappal."  5 years.	Not registered	:	Odom, W.	8	2	Currim Coys, Androth.	, Androth.	Androth	Mangalore	Rice, to- bacco, salt, &c., 3 passengera.	1	8.S.W. 8	Mangalore, W. coast of India.
27	27 Apr. "Dastagirai Umbra." 8 years.	Not registered	:	Machwa, W.	R	-	Kuppa	Apoar Hassun Saib, Bhatkul.	Onliout	Mangalore	Ballast	1	8.8.W.8	Mangalore, W. coast of India.
<del>5</del>	27 Apr. "Ody"	Not registered	: :	Odom, W.	8	2	Manomed	Askar Malimi, Kaverti.	Kavrety	Mangalore	Copra, jaggery, and jare.	ı	8.S.W. 8	Mangalore, W. coast of India.
24	27 Apr. "Salamathy"	Not registered	:	Odom, W.	55	2	Usman	Malikan Goya, Akathy Divi.	Akathy	Mangalore	Piece goods, curry stuff, and jars, 10 passengers,	1 .	8.S.W. 8	Mangalore, W. coast of India.

139

Mangalore, W. coast of India.	Tellisherry Boads, W. coast of India.	Pudiyangadi, Calicut, W. coast of India.	Oallout, W. coast of India.	Calicut, W. coast of India.	Near Mandurah, Western Australia.	Mangalore, W. coast of India.	Biewick Steel, Peak, York- shire.	16 miles S.W. of Cape Bougaroni, Algeria.	2 miles N.W. of Table Island Lighthouse, Andaman Islands, Bey of Bengal.	Galena Point, Jamaica, W. Indies.	Robben Island, Cape Colony.	f miles N. of San José, Peru.	Blasuwberg Beach, Table Bay, Cape Colony.	Cape Menor Books, near Santander, Spain,	Near month of Ukutu Biver, Cape Colony.
S.S.W. 8	on . 100 <u>.</u>	B. to N.W.	8. to N.W.	8. to N.W.	N.N.W. to:	B.B.W.	N N N	1	W.S.W.	Celm	Variable, 1.	8. 8.	N.W. 13	Calm	<b>1</b>
ı	l (arew).	1 -	1 .	ŧ	1	ı	ı	ı	1	ı	. 1	1	2 (pas- sengers),	١.	10
Rice and coffee, 5 passengers.	General	Ballast	Ballast	Ballast	General, 2 passengers.	Salt	Ballast	Cost	Rioe	Bananas	General, 159 passengers.	Ballast, 2 passengers.	Hay, 11 parsengers and Setow-swnys.	Ballast	Ballact
Tellicherry	Tellicherry	Callout	Bombay	alicut Roads	Fremantle, W.A.	Ponani	, for fishing.	Splins	Bombay	Port Maria, Jamaica.	Cape Town	Lobos de Afuers.	ole Bay, Cape ony.	Santander	Bathurst
Mangalore	Coohin	Cannanore	Morsh	Anchored in Calicut Boads	New York	Tuticorn	Scarborough, for fishing.	Hall	Bangoon	Port Antonio, Jamaica	Southsmpton	Mollendo	Moored in Table Bay, Cape Colony.	Nantes	East London
Habba Bawa, Ullal.	Kadan Kandy Moidin Cootty, Cochin.	Hessering Megit, Karachi.	The Merel Jetta, Bombay.	Yooseff Karmaya, Karachi.	J. B. Cuthbertson & Co., Glasgow.	P. V. Ponnaya, Pillay, Tuti- corin.	J. Ness, Bridling- ton Quay, Yorkahire.	E. Morgan & Co., London.	Olyde Shipping Co., Lim., Glas- gow.	H. Diederichsen, Kiel, Germany.	D. Curris & Co., London.	W. J. Newton, Liverpool.	British and S. American Steam Naviga- tion Co., Liver-	pool. P. Morel, Cardiff	C. Möller, Christians, Norway.
<del></del>	:	;	:	:	:		:	:	:	::	Cour	:	:	:	:
Pooker	Ауарреп	Heers Mada	Jackoob	Issack	A. Chapman	Roearlo Dernael	B. Naylor	A. C. Caines	J. MoCutcheon	L Schluter	H. de la C Travera	T. Griffiths	J. N. Grose	J. E. Evans	H. Hansen
•	2	<b>ao</b>	•	ន	8	9	۲-	81	8	#	25	11	\$	91	<b>4</b> 1 .
<b>5</b>	Z	\$	55	901	8	Ħ	25	1,463	2,83	1,000	3,048	ř.	3,100	23	<b>188</b>
Machwa, W.	Padow, W.	Gunja, W	Padow, W.	Gunja, W.	Barque, L	Schooner, W.	Steam trawler, L	88.I	S.S., Steel	8.8, I.	8.8., Stoel	Barque, L	8 A., Steel .	8.8, L	Barque, W.
:	:	:	:	:	(a) Ll. 100 Al. (b) 8.99.	:	:	(a) L1, 1, 100 A1.	:	(a) B. Ver. L. 3 3, A.1.1. from 7.98. (b) 7.00.	(a) L1. # 100 A1. (b) L98.	(a) I.l. \$\frac{1}{4}\$ 100 A.l* (in red) l. (b) 7.99.	(a) Li. ‡ 100 Al. (b) 3.01.	(a) B. Ver. I. 3/3 A.1.1. from 9.99. (b) 9.99.	(a) B. Ver. 5 6, A.l.l. for 4 years from 7.98. (b) 7.98.
pero		dla	- dib	rtered	:	stered		:	:	•	:	:	:	:	:
Not registered	British India (Not registered).	Native India	Native India	Not registered	Glasgow	Not registered	Scarborough	Hall	Glasgow	Germany	London.	Liverpool	Liverpool	Cardiff	Norway
"Salamaty" M years.	"Hydrose" 13 years.	"Leximipassa" 12 years.	"Pankida" 22 yeara.	"Tawkally" 4 years.	"Highland Forest" 17 years.	"Kundasa wmy Puravy." 13 years.	"Fearloss" 18 years.	"Eastbourne" 23 years.	"Foreland"	"Schleswig" 26 years.	"Tantallon Castle"	"Oread"	"Hermes"	"Portugalete" lb years.	"Rubis" 30 years.
27 Apr.	28 Apr.	28 Apr.	28 Apr.	28 Apr.	29 Apr.	29 Apr.	1 May	6 Мау	7 May	7 May	7 May	12 May	13 May	14 May	16 Мау

(2) STRANDINGS—continued.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Place of Caemalty.	St. Shott's Cove, Newfound- land.	Off Staithes, Yorkshire.	Spurn Beach; afterwards sank of Trinity Sand, Estuary of River Humber.	N. of Sarciet Head, Oatth- ness-ahire.	Ојодћу, со. Доwп.	Near Papeete, Tahiti, Society Islands, S. Paciffo.	Warrenpoint, co. Down.	Garo Rook, La Jument Beef, Ushant, France.	Near Cape Bace, Newfound- land.	2 miles S.E. of Coastguard Station, Doobnoms, co. Mayo.	St. Abb's Head Lighthouse, Berwickshire.	Skitter Sand, River Hum- ber.	Near Portknookie, Banffahire.
Wind	Calm	Oalm	R.S.R. 4	Celm	R.S.R.	Oalm	80 81	8.W.2	₩.	W.4	N.W. 7	N.W. 6	N.N.W.
No. of Lives Lost.	ı	ł	1	ı	1	i	1	ı	1 .	1	1	1	ī
Oargo and Number of Passengers (if any).	Ballast, 4 passengera.	Ballast	Gravel	Ballast	Bath bricks and floor- ing tiles.	Sugar	Ballast	Bellast	General, 1 passenger.	Flour and most	:	Ballast	Bellast
Port bound to.	Belle Isle, N.F.L.	r fishing.	Hull	Sunderland	Glasgow	Auckland, N.Z.	rren Point.	or fishing.	Montreal	Doohooms, co, Mayo.	ghthouse, Head.	rimping.	Portknockie, Banffsbire.
Port sailed from.	Sydney, C.B.	Staithes, for fishing.	Spurn	Wick	Bridgwater	Salaverry, Peru,	Moored at Warren Point,	Plymouth, for fishing.	Antwerp	Westport	Moored at Lighthouse, St. Abb's Head,	Hull, for shrimping.	Stornoway
Name and Address of Owner.	J, Dent, New- castle-on-Tyne.	Staithes, hire.	R. Seddon, Bar- ton-on-Hum- ber.	W. Soutter, Peter- head Aber- deenshire.	W. Holding, Bridgwater, Somerset.	W. Price & Co., Liverpool.	Newry.	J. Luxton and W. F. Kent, Plymouth.	F. Leyland & Co., Lim., Liver- pool.	chil Sound,	J. Dinse, Leith	, Hull.	rtknockie, hire.
Name of Master.	J. Sharp	I. Porritt, Staithes, Yorkshire.	W. Seddon	A. Walker	E. Holding	J. Rosie	F. Fisher, Newry.	W. F. Kent	J. Dingle	M. Kilbane, Achil Sound, co. Mayo.	W. H Gribbin	J. Neale, Hull.	A. Pirie, Portknockie, Banffahire.
Orew.	22	7		4	•	81	None on board	6	2	61	en	01	10
Tons.	1,996	Q1	88	6	19	186	91	8	1,841	6	14	18	30
Description of Vessel, and whether Iron or Wood.	B.B., Steel	Lugsail, W.	Sloop, W	Schooner, W.	Ketch, W	Barque, L	Outter (yacht),	Steam trawler, L	S.S., Steel	Cutter, W.	Smaok, W.	Dandy, W.	Lugyer (fishing), W.
(a) Chass in Lloyd's Register, Liverpool Book, or Bureau Veritas (b) Date of last Survey.	(a) II. 1 100 A1.	:	:	:	:	(a) Ll. 4 100 Al. (b) 3.00.	:	(a) II. 🐈 100 AI. (b) £.00.	(a) I.1. 1 100 A1. (b) 4.06.	:	:	:	:
Port of Registry, if British.	Newcastle-on- Tyne.	Not registered	Hull	Peterhead	Cowe	Workington	Not registered	Hall	Liverpool	Not registered	Not registered	Grimsby	Not registered
Name and Age of Vessel.	"Orewe" 2 years.	"William"	"Rose in June" 35 years.	"Jane & Isabella" 40 years.	"Ravinala" 36 years.	"John Gambles"	"Palmyra"	"Captain" 4 years.	"Assyrian" 3 years.	"St. Patrick" 2 years.	"Rose in June"	"Two Brothers" 36 years.	"Les Ann Sutherland." 16 years,
Date of Ossus ity.	1901. 17 Mary	18 May	21 May	23 May	23 May	24 May	27 May	29 May	6 June	5 June	10 June	14 June	17 June

_									_
14 mile E. of Bolt Tail, Devon- chire.	Bishop's Rocks, Scilly Laies.	E, side of S. Bonaldshay, Orkneys.	Wormiston, Salmon Bothy, Fifeshire.	Seel Cove, Newfoundland.	Tessis Point, W. Coast of Africa.	Sprat Ridge; subsequently sank I mile N.R. by N. of Beggy Point, Devonshire.	Near Souter Point, Durham.	Off West Hove Terrace, Plymouth Bound.	a mile off Lee Bay; after- wards foundered off Seven Hills, Devonabire.
S. W. 8	<b>ග</b> ග්	9.R.	œ œ	8.8.W. 4	8.W.4	es có	Oalm	5.3	M 4
ı	(crew),	1	1	ı	I	i	ı	ı	ı
Ballast	Wheet, 2 passengers,	Wood and bricks.	Gravel	General, 444 passengers.	Palm oil	Gravel	Ballast	Ballast	Bellast
London	Falmouth, for orders.	Kirkwall	Kirkcaldy	Guebec	Acors and Boston.	Bristol	lor fishing.	Plymouth id.	on, on pilot y.
Concerneeu	Tacoma	Frederick- stadt.	Goardon	Liverpool	Pram Pram	Appledore	Hartlepool, for fishing.	Dredging in Plymouth Sound.	Newport, Mon., on pilot duty.
F. V. Clausen & others, Bergen, Norway.	N. MacVicar & A. B. Marshall, Liverpool	n, Tönsberg, sy.	ohnshaven, neshire.	Elder, Dempster & Co., Liver- pool.	J. B. Westaway, Brooklyn, U.S.A.	W. F. Wash- bourne, Glou- cester.	W. Purdy, jun., N. Shields.	Pethick Bros., Plymouth.	W. Fisher, New- port, Mon.
O. M. Nordass	G. S. Gracie	A. M. Andersen, Tönsberg, Norway.	A. Donald, Johnshaven, Kincardineshire.	W. Monay	D. Kemp	J. Braund	W. E. Aldred	S. W. Willing	T. Evans
•	ឆ	-	<b>64</b>	8	-		-	~	en .
13	2,676	271	2	2,518	. 340	8	•	8	<b>19</b>
Brigantine, W.	Barque, Steel.	Brigantine, W.	Sloop, W	8.8. I.	Schooner, W.	Ketch, W.	Steam trawler, W.	Dredger, W.	Pilot cutter, W.
:	T7 00	:	:	1. v(in	:	:	:	:	:
:	(a) II, \$\frac{1}{4}\$ 100 AI. (b) \$\bar{6}\$ 0.0.	:	:	(a) Ll.	:	:	:	:	:
:	3 3	:	:	(a) red	:	:	:	:	:
Norway	Liverpool	Norway	Montrose	Liverpool	Parraboro, N.S.	Gloucester	N. Shields	Not registered	Not registered
:	:	:	:	:	:	:	:		:
"Rebekks" 23 years.	"Falkland" 12 years.	"Argo" 42 years.	"Magdalene" 26 years.	"Lusitania" By years.	"Walleda" 9 years	"Mystery" 57 years.	"Bover"	"Agenoria" Age unknown.	" Primrose " 13 years.
% June	22 June	23 June	23 June	26 June	26 June	27 June	28 June	30 June	30 June

(3) COLLISIONS.

Flace of Chermity.	Charlottetown, Prince Edward Island.
Wind.	ı
No. ILIVER	1
Name and Port of Colliding Vessel.	Unknown 8.8, "Tiber," of Montreel.
Cargo and Number of Passengers (if any).	Unknown
Port bound to	:
Port railed from.	:
Name and Address of Owner.	:
Name of Martor.	:
	1
Tone Grew-	Peg P. G.
Description of Vessel, and whether Iron or Wood.	. Ganal boat, Say
(a) Class in Lloyd's Legister, Liverpool Book, or Bureau Veritas, (b) Date of last Survey.	:
Fort of Begistry, if British.	Colonial (not registered).
Name and Age of Vessel.	1890. "Jane M." Colonial Age unknown. (not registered).
Date of Occupity.	1899. — <b>May</b>

(3) Colusions—continued.

ERA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Place of Casmalty.	Near Bhavnagar Lighthotae, Guif of Cambay, W. coast of India.	About 40 miles S.E. by E. of Nantucket Shoal Lightship, N. Atlantic.	7 miles W. of Dunge- ness, Kent.	27 miles N.E. of the Tuskar, St. George's Channel.	3 miles E. 4 N. of Ber- wick-on-Iweed.	i mile W. of Forth Bridge, Firth of Forth.	20 miles N.R. of S. Bishops, St. George's Channel.	About 90 miles E. by N. of Blyth, North Bes.	6 miles S. by E. of the Owers Lightship, of Sussex.	Near Diamond Book, Trinklad, W. Indies.	Entrance to Victoria Channel, Bellast Lough,	mile N.W. by W. of English, and Welsh Grounds Lightenip, Bristol Channel.
Wind.	1	ı	Variable,	8.W. 2	Celm	S.W.S	S.W.2	W. 3	W. by 8.	E.N.E. equally.	R.1	W.N.W.
No. of Lives Lost.	1	-	1	a	ı	1	1	(arew).	1		1	1
Name and Port of Colliding Vessel.	R.S. "Ponani," of Glasgow.	U.S. schooner "Jennie French Potter."	S.S. "Maling," of W. Hartlepool.	S.S. "Oampania," of Liverpool.	S.S. "Rainbow," of London.	S.S. "Achrotte," of Glasgow.	S.S. "Royston Grange," of London.	Danish S.S. "Jacgersborg."	8.8. "Hispania," of S. Shielda	U.S.A. schooner "Eleazer W. Clarke."	8.8. "Carrick Castle," of Bel- fast.	R.S. "Glen Boes," of Cardiff.
Oargo and Number of Passengers (if any).	:	Consi	Ballast	General	Oil cake	Cos.	Ballaet	Ballast, 1 passenger.	Manure	Ballast	Ballast	Cosi
Port bound to	Вавтадаг	8t. John. N.B.	Sevannah	Wellington & Dune- din, N.Z.	Berwick- on-Tweed.	Tstad	Newport, Mon.	for fishing.	Plymouth .	Trinidad	s plessure	Maita
Port	Votaval	Philadel- phia.	Weener, River Ema.	Laverpool	St. Peters- burg.	Charles- town.	Ardrossan	[Grimsby,	Ipswich	Port of Spain.	Belfast, for a plessure cruise.	Newport, Mon.
Name and Address of Owner.	:	G. McLeod. St. John, N.B.	G. C. Brövig & Co., Farsund, Norwey.	J. Porter, Liverpool.	leval, Russia.	G. Hammer- berg, Fige- holm, Sweden.	J. Cory & Bons, Lim, Cardiff.	North Bastern Steam Fish- ing Co, Lim., Grimsby.	J. Hall, Arklow, co. Wicklow.	Saba Island, idies.	G. Flack, Bel- fast,	Mango & Dorene, London.
Name of Marter.	: :	G. B. Curwin	F. Lundun	J. Nedlson	J. Sceblum, Reval, Russis.	G. E. Wahl- green.	C. H. Burnard	T. W. Fysh	R. T. Hall	W. B. Hessell, Sebs. Island, W. Indies.	R. H. Curlett	E. S. Coode
or o	1	Ħ	2	2	•	•	2	•	•	۵	••	pilot.
Tons	13	£	<b>180</b>	1,186	75	3	797	8	97	3	**	
Description of Vessel, and whether Iron or Wood.	Sailing T vessel, W.	Barque, W.	Berque, W.	Barque, I.	Schooner, W.	Schooner, W.	8.8, I	Steam trawler, L	Schooner, W.	Schooner (fishing),	Cutter (yacht), W.	8.8., Steel 1,462
(a) Chase in Libyte Register, Liverpool Book, or Bureau Verliaa. (b) Date of last Survey.	•	:	:	: :	(a) B. Ver 3/3, G.1.1, for Tyears from 7.99, (b)	7.90.	(a) L1, 14, 100 A1. (b) 6.00.	(a) I.l. 1 100 Al. Steam trawler. (b) 11.90.	:	:	:	(a) Ll. 4 100 Al.
Port of Begistry, If British.	British Indis (not registered).	Chatham, N.B.	Norway	Liverpool	Bussis	Sweden	Oardiff	Grimsby	Whitehaven	Holland ::	Not registered	London
Name and Age of Vessel.	"Parvatiprasad" Age unknown.	"Bessie Markham" 23 yeart.,	"Montka" 17 years.	"Embleton"	"Siegfried" 2 years.	"Tyr" 18 years.	"Bhy!" 31 years.	"Germania"	"Ann Humphreys" 35 years.	"Columbia"	" Miss Peggy" Age unknown.	"Mistor"
Date of Oarnalty.	1900. 28 Jan.	28 June	14 July	21 July	21 July	22 July	24 July!	29 July	2 Aug.	6 Aug.	6 Аце.	5 Aug.

8 miles 8. of Cove, Kin- cardineshire.	Outside S. Pier, S. Shields.	About 100 miles N. by R. of Spurn Point, North Ses.	About 15 miles W.S.W. of St. Catherine's Lighthouse, Isle of Wight.	About 5 miles E.S.E. of Mew Island, off co. Antrim.	16 miles W. of Cardigan Bay Lightship.	16 miles W. of Cardigan Bay Lightship.	S miles E. of Cow Buoy, Firth of Forth.	Near Bull Lightship, Ketuary of River Humber.	22 miles E. by N. g N. of Flamborough Head, Yorkshire.	Off Albert Bar, Queens-land.	Near Ovens Buoy, Gravesend Resch, River Thames.	6 miles W.N.W. of Hartland Point, Devonshire
. 1	N.N.E. 1	N.W.	М. Ф	es es	Calm	Oalm	Calm		Oalm	α Σ	N.W. 5	W.N.W.
ı	1	1	٠	-	19 (18 crew and l pas- senger).	1	1	t .	1	<b>69</b> ,	. 1	1
"S.S." Spray," of Aberdeen.	"S.S. "Bulysses," of London.	Dutch fishing lugger "Door- drecht,"	German 8.8. "Holtensu."	S.S. "Duke of Lancaster," of Fleetwood,	German 8.8. "Stormarn."	S.S. "Gordon Castle," of Glasgow.	S.S. "Newport," of Leith.	Steam trawler "Dannbe," of Hull, and fish-ing dandy "Express of Lowestoff.	8.8. "Kidorado," of Hull.	S.S. "Quirsing," of Sydney, N.S.W.	S.S. "Pelaw," of London.	French S.S. Vulcan."
Ballast	Ballast, 1 passenger.	Ballast	Clay	Cement	Iron ore, 2 passengers.	General	Ballast	Ballast	Ballast	Unknown	Flints	Ballast, 1 passenger.
lor fishing.	The Tyne	Hull, for fishing.	Antwerp	Annalong, co. Down.	Barrow-in- Furness.	Hamburg	r fishing.	fishing.	for fishing.	:	London	Appledore
Aberdeen, for fishing.	London	Hull, for	Teignmouth	Newostle- on-Tyne.	Benisaf, Algeria.	Manchester	Leith, for fishing.	Hull, for fishing.	Rotterdam, for fishing.	:	Oare Oreek, Faversham.	South- ampton.
B. Laing, Aberdeen.	J. R. Tully, Newcastle- on-Tyne.	British Steam Trawling Co., Lim., Hull.	H. B. Varwell, Exeter.	E. T. Christian, Peel, Isle of Man.	J. P. Maclay and T. W. McIntyre, Glasgow.	Nord Ostace, Rhederei, Hamburg.	A. Kay, Leith	Humber Steam Trawling Co., Lim., Hull.	A. C. Roeleveld, Scheveningen, Hollend,	:	J. Horsford, Faversham.	T. Jones, Lianelly.
J. Laing	J. Wilson	M. Mecklen- burgh.	H. Lengmald	C. Gill	W. Oasey	A. Leisener	A. Horeburgh	J. Emaloy	D. Roeleveld	J. Distin	T. Smith	F. Billings
	22	٥	۲	•	ន	77	1	•	•	10	69	•
<u> </u>		<b>16</b>	176	82	25 26	38	<b>E</b>	\$	C A A	3	56	130
Steam trawler, L	8.8, L	Steam trawler, L.	Berguen- tine, I.	Schooner, W.	8.8, I	8.8. L	Steam trawler, L	Steam trawler, I.	Yswl, W	Ketch, W.	Spritsall barge, W.	Schooner, W.
(a) Li. 1 100 Al. Bream travier. (b) 1.00.	(a) L1 + A1. (in red). (b)	(a) IJ. \$\frac{4}{2}\$ 100 A1. Steam trawler. (b) 8.00.	(a) I.1 1 100 AI. (b) 12.90.	:	(a) 11. 14. 100 Al. (b) 9.96.	(a) B. Ver. 1 Div. \$3 G. 1. 1. from 4.96. (b) 4.96.	:	:	:	:	:	(a) Li. 14 Al. 8.8. for 7 years from 4.08. (in red). (b) 2.98.
N. Shields	Newcastle-on- Tyne.	Hull	Exoter	Peel, Isle of Man.	Glasgow	Germany	Leith	Hull	Holland	Maryborough, Queensland.	Favorsham	Lianelly
"Prince Consort" 26 years.	"Greenwood"	"Mantis" 9 years.	"Bose Hill" 25 years.	"Phobe" 9 years.	"Gordon Castle" 28 years.	"Stormarn"	"Bonito" lb years.	"Retriever" 9 years.	" Vyf Gebroeders" 7 years.	"Burnett"	"Energy"	"Silver Stream" 27 years.
16 Aug.	20 Aug.	10 Sept.	14 Sept.	15 Sept.	16 Sept.	16 Sept.	17 Sept.	17 Sept.	17 Sept.	24 Sept.	26 Sept.	26 Sept.

(3) Collisions—continued.

Place of Chemalty.	Ist, 40° 8' N., long. 71° W., N. Atlantic.	4 miles S.S.W. of Cape Pine, N.F.L., N. Atlantic.	Oross Sand Light- ship, off Norfolk.	Off Garrison Point, Sheerness, Kent.	5 miles S.W. of Port Talbot Breakwater, Glamorganshire.	Off Havre, France.	6 miles S.E. by E. of Lowestoft, Suffolk.	1} mile N. of Margate Jetty, Kent.	Lat. 49° 26' N., long. 4° 20' W., N. Atlantic.	Supposed of the Cornish coast,	Lat. 43° 10' N., long. 65° 28' W., N. Atlantic.	11 miles S. of Folk-stone, Kent
Wind.	E.N.E. 3	N.N.B. 3	¥.3	8.8.W. 4	N.E.5	N.E.1	8.8	64 80	N.W. 6	ı	8.W.6	8.8.8 F. 8.
No. of Lives Lost	1	cq.	1	ı	1	ı	60	1	M	18		1
Name and Port of Colliding Vesel.	S.S. "Eaglepoint," of Liverpool.	8.8. "Nether Holme," of Maryport.	Cross Sand Light- ship.	H.M.S. "Zebra"	German S.S. "Marie Thérèse."	S.S. "Stokesley," of Cardiff.	French schooner "Saint Mar- couf,"	H.M.S. "Sword- fish."	German S.S. "India."	A steamer, name unknown.	S.S. "Numidian," of Glasgow.	German schooner "Adelbeid."
Carpo and Number of Passengers (if any).	General, 3 passengers.	Unknown	Ohina clay	Manure	Ballast	Coal	Ballast	Ballast	Cos.	General and coal.	Salt and molarses.	Coal
Port bound to	Manchester	:	Kirkoaldy	Milton- next-Sit- ingbourne.	t, cruising.	Науге	for fishing.	or fishing.	Savona, Italy.	Rotterdam	Lunenburg, N.S.	Poole
Port mailed from.	New York	:	Par	London	Port Talbot, cruising.	Barry	Lowestoft	Margate, for fishing.	R. Shields	В жвляев	Turk's Island.	Goole
Name and Address of Owner.	Liverpool, Brazil and River Plate Steam Navi- gatin In Oo,	J. Martin, Burin, N.F.L.	T. May, Port Isaac, Corn- wall.	t, Milton-next-Bitting- bourne, Kent.	Evans. Jones & Croft, Port Talbot,	A. C. Davies, London.	B. R. Jones. Lowestoft.	8. Ladd, Margato.	W. Coupland, Newcastle- on-Tyne.	J. Murphy, Dublin.	C. Locke, Lockeport, N.S.	Flymouth Mer- cantile Ship- ping Co., Lim., Ply- mouth.
Name of Master.	P. H. Tanner	:	В. Мау	E. Wright, Milt bourne	- Kvans	J. W. Ebbett	H. G. Setter- field.	S. Ladd,	S. J. Yeo	J. P. Cunning- ham.	J. W. Eisen- hauer.	P. Salmon
Tons C.ev-	OE	œ	LC;	ବା	4	17	4	64	81	R	7	4
	1,374	<b>8</b>	5	<b>\$</b>	<u>n</u>	2	28		1,045	8	% 	
Description of Vivsel, and whether Iron or Wood.	8.8, L	Schooner, W.	Schooner, W.	Topsail barge, W.	Outter (pilot boat), W.	8.8., Steel	Dandy, W.	Lugsail, W.	3.8., I	S.B., Steel	Schooner, W.	Ketch, W.
(a) Class in Llovd's Register, Live recel, Evelver Burcan Verlius (b) Inte of last Survey.	:	:	:	:	:	:	:	:	:	(a) L1, 1 100 A1. (b) 9.00.	:	(a) Li, 1 13 Al. (b) 3.00.
Port of Received if British.	Liverpool	St. John's, N.F.L.	Padstow	Faversham	Cardiff	London	Lowestoft	Not registered	N. Shields	Dublin	Shelburne, N.S.	Hall
Name and Age of Vessel.	'Blela''	"J. M. Martin' 7 years.	"Susie May' 24 years.	"Emily'	"David" 28 years.	"Shagbrook"	"H.M.C." 31 years.	"Annie" Age unknown.	"Amaryllis" 26 years.	"City of Vienns" 15 years.	"Alius" 6 years.	"Emperor"
D te of Casualty.	1900. 1 Oct.	3 Oot.	12 Oct.	17 Oct.	18 Oct.	22 Oct.	28 Oct.	1 Nov.	7 Nov.	7 Nov.	ZI Nov.	25 Nov.

145

About 5 miles E. of Skerries Lighthouse, off Anglessy.	Entrance to Stanford Channel, off Lowes- toft, Suffork.	6 miles N.N.E. of the Foreland, Devon- shire.	5 miles S.R. by S. of N. Goodwin Light- ship, off Kent,	Near Netley Shoal Buoy, Southampton Water.	Off St Andrews' Dock, Hull,	Lat. 44° N. long. 56° 40' W., N. Atlantic.	9 miles S.E. by E. of Buchan Ness, Aber- deenshire.	25 miles W.S.W. of Portland, Dorset- shire.	About 16 miles E.N.E. of Aberdeen.	Hull Roads, Yorkshire.	Middle Ground, Bombay, W. coast of India,	About 15 miles E. § N. of Spurn, Yorkshire.	About 2 miles R.W. of Shipwash Lightship, off Suffolk.
S. 13.	W.S.W.	W.N.W.	8.w.6	W.S.W.	Calm	N.N.W.	S.E. by	W.4	R.W. 5	W.3	N.W. 6	₩.	E.N.E. 4
64	en	ı	ı	64	1	ı	ı	10	ı	ı	ı	92	10
S.S. "Voltaic," of Belfast.	S.S. "Sardinian," of London.	S.S. "Aske Hall," of W. Hartle- pool.	Spritasil barge "Dawn, of London.	Steam hopper barge "No. 66," of London.	Steam trawlers "Tarantula" and "Molopo," of Hull.	German R.R. "Kaiserin- Maria-Theresia."	R.S. "John Cover- dale," of Hartle- pool.	Spanish 8.5. Olamrri.	Steam trawler "Strathbran," of Aberdeen.	Steam trawler "Elsde," of Hull.	S.S. "Daghestan," of Sunderland.	Bussian barque "Hoppet,"	S.S. "Opal" of Dundee.
Sugar	Ballast	Ballast	Ballast	Ballast	Ballast	Frozen herrings.	Ballast	Ballast	Ballast	Ballast	General, 171 passengere,	Ballast	Ballast
Liverpool	for fishing.	Barry, seeking.	for fishing.	pton, for ing.	fishing.	Boston, U.S.A.	Aberdeen, for fishing.	for fishing.	Aberdeen, for fishing.	Hull Roads.	Вошьау	The Tyne	Sunderland
Treport	Lowestoft, for fishing.	Barry,	Ramsgate, for fishing.	Southampton, for fishing.	Hull, for fishing.	Woody Island, N.F.L.		Trouville, for fishing.	Aberdeen,	At anchor in Hull Roads.	Zanzibar	London	Folkestone
T. Heiton & Co., Lim., Dublin.	A. S. Gouldby, Kessingland, Suffolk.	H.J. Handcook, Barry.	Moses Bros., Ramsgate.	J. McCrindle, Itchen Ferry, Woolston, Southampton.	The Hull Steam Fishing & Ioe Co., Lim., Hull.	A. V. Conrad, La Have, N.S.	Fraserburgh & N. of Scotland Steam Trawling Co., Lim. Fraserburgh.	A. Halley, Trouville, France.	T. Davidson, Aberdeen.	Mrs. F. E. Skelton, Hull.	Dentzche Ost Afrika Linie, Hamburg, Germany.	Dick & Page, London.	W. Watson, Sunderland.
D. Wilkie	O. Armes	G. B. Read	G. M. Moses	J. McOrindle, Woolston, Sc	T. O'Hara	G. Parks	T. Oraft	A. Halley, Tro	W. Wood	R. Skelton	M. Koppl- stactier.	R. J. Gant	E. Winter
ec .	6	63	eo .	64	٥	•	Ф.	9	<b>60</b>	۵	and pilot.	71	<b>50</b>
192	37	10	84	About	8	8	#	Abou t	<b>a</b>	89	1.246	818	140
8.8., Steel	Ketch, W	Outter (pilot boat), W.	Retch, W.	Cutter, W.	Steam trawler, I	Schooner, W.	Steam trawler, Steel.	Smack, W.	Steam trawler, L	Dandy, W.	8.8. I	3.8, L	Schooner, W.
(a) Ll. 1 100 Al. (b) 4.26.	:	:	:	:	:	:	(a) I.1. 🛧 100 A1. (steam trawler). (b) 6.00.	:	(a) II, \$\frac{1}{4}\$ 100 A - (b) 7.00.	:	:	:	:
<del>-:</del>	:		<del></del>		:			:	:	:	:	:	:
Dublin	Lowestoft	Not registered	Ramsgate	Not registered	Hall	Lunenburg, N.S.	Fraserburgh	France	Aberdeen	Hall :	Germany	London	Bridgwater
:	:	:	:	:	:	.:	:	orin "	:	:	:	:	:
"St. Olaf" 4 years.	"Benown"	"Dauntless" 30 years.	"Englet" Il years.	"Elizabeth" 36 years.	"Madras" 10 years.	"Pavia" 2 years.	"Tyrie" 8 years.	"Auguste Victorin" 16 years.	"Countees" 10 years.	"Five Sisters" 26 years.	"Setus" 18 years.	"Homer" 20 years.	"Neilly"
1 Dec.	3 Dec.	7 Dec.	8 Dec.	14 Dec.	1901. 4 Jan.	4 Jan.	12 Jan.	Il Jan.	21 Jan.	2 Feb.	14 Feb.	15 Feb.	20 Feb.
													T

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

. Place of Chemalry.	Near the Girdler Light- ship, Thames Estu- ary.	3 miles R. by N. of Varne Lightship, off Kent.	Near the Newarp Lightship, off Norfolk.	12 miles S. by R. of the Owers Lightship, off Sussex.	Off Admiralty Pler, Dover, Kent.	2 miles W. of Breakses Point, Glamorgan- shire.	Flushing Roads, Hollsand.	Between the Mouse and Nore Lightships," Thames Estuary.	About 3 miles 8. by W. of Alles Oraig, Firth of Clyds.	About 24 miles N. of the Newarp Light ship, off Norfolk.	7 miles N.N.W. of Baggy Point, Devon- shire.	About 28 miles S.W. by W. of the Eddystone, off Cornwall.
Wind.	W. 4	W.8 W.	8.8.W.4	* <b>¥</b> .2	8. e.	z z	N.E. 10	ee Ed	₩.5	Variable L	aç 4	so Z
No. of Lives Lost	1	1	-	1	ı	-	15 (12 crew and 3 passen-gerre).	<b>-</b>	t-	1	e	ı
Name and Port of Colliding Yessel,	8.S. "Mallard," of London.	S.S. "Achille Adam," of London.	S.S. "Chamois," of London.	German 8.8, "Washington."	French S.S. "Pas de Calada."	S.S. "Darro," of Barrow.	German 8.8. "Chemnitz."	S.S. "Lord Kelvin," of Laver-	R.S. "Aranmore," of Glasgow.	8.8. "Ursula," of Scarborough.	S.S. "Ethelreda," of Whitby.	Brigantine "Union," of Plymouth.
Cargo and Number of Passengers (if any).	Scrap iron	Manure	Chalk	General	Cement	Artificial Manure	General, 3 passengera.	General	Ballast	Ballast	Olay	Ballast
Port bound to.	Britonierry	Newport, Mon.	Hartlepool	London	Poole	Newport, Mon.	London	Frazer- burgh	for fishing.	The Tyne	Runcorn	or fishing.
Port sailed from.	London	London	Northfleet	Buriana	Grays	Plymouth	Antwerp	London	Fleetwood, for fishing.	London	Bideford	Plymouth, for fishing.
Name and Address of Owner.	Hewett & Co., Lim., London.	T. Jacka, New- quay, Corn- wall,	W. Cory & Son, London.	Bailey & Leetham, Hull,	J. Harvey, Listlehamp- ton, Sussex.	J. Westcott, Plymouth.	The Antwerp S.S. Co., Lim., London.	Clanrye 8.8. Co, Lim., Newry.	Mastachappij Hoek von Holland, Bot- terdam, Hob-	land. J. F. Fenwick, London.	W. B. Toft, Buncorn.	J. Matthewa, Plymouth.
Name of Master.	W. Jenkins	T. Clemens	W. Shoebridge	F. Көгзhа <b>w</b>	W. Manuel	J. Smith	S. J. Fogan	J. Derham	:	T. M. Cheyne.	T. Williams	W. Matthows
Orow-	4	10	23	81	၈၁	ю .	2	00	2	11	••	4
Tone	28	021	337	2 <u>3</u>	\$	<b>&amp;</b>	<b>3</b>	E	8	578	88	. 23
Description of Vessel, and whether Iron or Wood,	Ketch, W.	Schooner, W.	8.8. I.	8.8. I	Ketch, W.	Schooner, W.	8.8, I	S.B., Steel	Steam trawler,	S.S., Steel	Schooner, W.	Cutter, W.
(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritaa. (b) Date of last Survey.	:	:	:	(a) LL # 100 A1. (b) 9.00.	:	:	:	(a) Ll. 1 100 Al. (b) 1.01.	:	(a) 11, \$\frac{1}{4}\$ 100 A1. (b) 8.00.	:	:
Port of Begistry, if British.	Gt. Yarmouth	Plymouth	London	Hall	Littlehampton	Plymouth	Grangemouth	Newry	Holkand	London	Bancorn	Not registered
Name and Age of Vessel.	*Lily of the Valley."	"Maid of Mous" 36 years.	"Samuel Laing"	"Indiana" 12 yeara	"Annie" 34 years.	"Devon" 41 years.	"Tay" 38 years.	"Killowen" 8 years.	"Frederik Cor- nelis" 3 years.	"Drever" 13 years.	"Countess of Car- rick." 37 years.	"Vespor" 15 years.
Date of James Ity.	1901. 21 Feb.	21 Feb.	26 Feb.	28 Feb.	9 Mar.	12 Mar.	21 Mar.	27 Mar.	31 Mar.	17 Apr.	28 Apr.	23 Apr.

(3) Collisions—continued.

6 miles S.S.W. of Lundy Island, Bristol Chan- nel.	About 6 miles off Staithes, Yorkshire.	About 6 miles of Staithes, Yorkshire.	Workington Channel, Cumberland.	Workington Channel, Cumberland,	19 miles E, by N. § N. of S. Goodwin Light-ship, North Sea.	off the Groyne Light, entrance to Biver Tyne.	N. of detached Mole, Gibraltar.	Between N. and E. Goodwin Lightships, of Kent.	17 miles S.W. 1 W. of the Wolf Bock, off Cornwall.	About 2 miles S.S.W. of Weston Break water, Somersetshire.	About 9 miles E. § E. of the Eddystone, off Devonshire.	A little below W. Shoe- bury Buor, Sea Reach, River Thames,
<b>4</b>	S.S.E. 2	S.S.R. 3	R.N.E. 4	R.N.R. 4	N.N.R.	N.N.E.5	85 85		N.N.E.1	K.N.R. 6	E.N.E. 4	W.1
ı	1	1	1	ı	ı	-	ı	-	-	ı	1	ı
S.S. "Hartville," of W. Hartle- pool,	S.S. "Stephanotas, of N. Shields,	S.S. "Guyera," of New astile-on- Tyne.	German S.S. "Bavaria," and schooner "Mar- garet Jane," of Newry."	German 8.8. "Bavaria," and brigantine "Clara", of Belfast.	A steamer, name unknown.	Steam trawler "Mercia, of N. Shielda	Steam tug "Clover," of Gibraltar.	Norwegian S.S. "Setubal."	S.S. "Twilight," of Hartlepool	French 8.8. "Valcain."	R.S. "Colenso, of Hull.	B.S. "Agamem- non," of Idver- pool.
Coment	Cost	Iron ore	. :	Const	Ohina clay	Bellast	:	Con.	Quebracho wood.	Ballast	China clay	Whiting
Cardiff	Fécamp	Middles- brough.	Killyleagh	Annalong	Antwerp	S. Shields, for fishing.	Plying in Gibraltar Bay. (in tow.)	Barcelona	Antwerp	eduty in hannel.	Riga	Lancaster
London	Seaham	Bilbao	Working- ton.	Working- ton.	Poole	S. Shields,	Plying in Gibral (in tow.)	Tyne Dock	Buenos Ayres.	On pilotage duty in Bristol Channel. 	Fowey	Grays
R. Norman, Watchet, Somerset.	P. S. Haggie, Newcastle-on- Tyne.	Robeon, Brown & Co., Lim., Sunderland,	A. McClurg, Killyleagh, co. Down.	W. McBurney, Annalong, co. Down.	T. B. Bennett, Connah's Quay.	J. Grout, S. Shields.	M. H. Bland & Co., Gibraltar.	Dunford & Elliott, New- castle-on-Tyne.	L. Albino, Genoa, Italy.	A. J. Sanders, Barry Island, Glamorgan- shire.	Stahl, Bertling & Grünwald, Kaleten, Kur- land, Russia,	Porter's Shipping Co., Lim., Fleetwood.
J. Hole	A. Pescook	R. Thompson	J. Burns	W. Chambers	T. Brown	:	J. Viagas	O. E. Andersen	P. Albino	N. Bate	D. Grünwald	J. Tofts
10	2	91	4 .	m	90	•	1 & 2 la- bour- ers.	81	9	61	<b>6</b> .	•
*	98	<b>8</b>		2	<b>3</b> 5	•••	84	1,308	1,018	m	197	811
Schooner, W.	8.8., I.	S.S., I	Brigantine, W.	Schooner, W.	Schooner, W.	Lugsail, W.	Lighter, W.	8.8, I	Barque, W.	Cutter, W.	Schooner, W.	Schooner, W.
(a) Li, 7 Al. from 5.94. (b) 8.99.	(a) Li. 1. 90 Al. (b) 4.0%.	:	:	:	:	:	:	(a) Ll. 100 Al. (b) 3.01.	(a) B. Ver. 5/6 A.l.l. (b) .98.	:	(a) B Ver. 3.3 G.1.1.for 9 years from 8.99. (b) 8.99.	:
Lerwick	Newcastle-on- Tyne.	N. Shields	Belfast	Newry	Chester	Not registered	Not registered	New castle-on- Tyne,	Italy	Not registered	Bussia	Fleetwood
"Ruby"	"Guyers"	"Stephanotis" 30 years.	"Clara" 80 years.	"Murgaret Jane" 60 years.	"Welsh Girl" 26 years.	"Faith" Age unknown.	" No. 33 " Age unknown.	"Longhirst" 22 years.	"Dario A."	"Grace Mary" 23 years.	"J. Martin" 2 years	"Saxon Maid" 30 years.
24 Apr.	30 Apr.	30 Apr.	1 Мау	1 May	3 May	9 Мву	14 May	2 June	6 June	7 Jane	8 June	9 June

### SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST

Place of Chernelity.	Variable 8 miles 8, of Kentish Laghtship, Thames Estuary.
Wind,	Variable 1.
No. of Lives Lost.	1
Name and Port of Colliding Vessel.	Amsterdam London Rallast S.G. "Stamford-ham" of New-castle-on-Tyne.
Cargo and Number of Passengers (if any).	Rallast
Port pound to.	London
Port miled from.	Amsterdam
Name and Address of Owner.	Hollandsche Skomboot Mastechappii, Amsterdam, Holland.
Name of Master.	J. Schol
Orew.	81
Tons. Grew-	189
Description of Vessel, and whether Iron or	8.8, I
(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritta. (b) Date of last Survey.	:
Port of Registry, if British.	Holland
Lesto Name and Age of Vessel.	1901. 36 June " Vreede"
frate of Charalty.	1901. 36 June

(3) Collibions—continued.

	2	Ç	
1	2	Ć	
		1	
	֜		
	3	Ė	ì
į			
•			
,	3	•	•

Part   Period   Per	SELS TOTALLY LOST AND LIVES LOST							
Performand Associated   Performance   Perf	Place of Castadry.	Dashan Village, Nerbuda Biver, Gulf of Cambay, W. coast of India.	Lat. 28° 47' S., long. 13° 36' W., S. Atlantic.	Off Borrowstoness Harbour, Linlithgowshire.	miles Head,	About 26 miles S.E. by E. of Berry Head, Devonshire.	Abandoned in lat. 34° 10' S. long. 62° 30' W., S. Atlantic.	
Nome and 4ce Registry Liverpoin of Liverpoin Part of Liverpoin Range and 4ce Registry Bert of Liverpoin County of Range and Address (O ware) and O ware) and O ware (O ware) and O ware) and O ware) and O ware (O ware) and O ware)	Wind.	-	S.E. 4	Б. 6	₩. 5	W.B.W.4	ы́ 4	
Name and Age Refitsh. Befirst. British India	No. of Lives	ı	-	i	ı	ı	ı	
Name and Age Registry (1) Cal Class in Name and Address (1) Cal Class in Name and Address (2) Corner. Resist. (2) Total Name and Address (3) Corner. (3) Date of last (4) No. (4) Library (4) Cal Cal Cal Cal Cal Cal Cal Cal Cal Cal	Nature of Ossusity.	:	:	:	Burnt; (engine room lamp fell and exploded).	:	Spontaneous com- bustion of cosi.	
Name and Age   Registry   Liverbook   Li	Cargo and Number of Passengers (if any).		Coal and general.	Ballast .		Ballast .	Coal, 1 stowaway.	
Name and Age   Port of Livyte Register,   Of Vessel,   Tosa Orew   Mane of Adverse   Adverse   Of Vessel,   Highest   Highes		Kavi	Walfish Bay, 8 W. Africa.	ed off rstoness.		for fishing.	Pisagus	
Name and Age Of Vessel.  Registry.  Liverbool Book.or  Ruparel.  R	Port	Broach	London	Moor			Liverpool	
Name and Age Of Vessel.  Registry.  Liverbool Book.or  Ruparel.  R	Name and Address of Owner.	:	Damaraland Guano Co., Lim., London.	rowstoness, owshire.	M. McStay, Beliast.	W. J. Lang, jun., Brixham.	Leyland Shipping Co., Lim., Liverpool.	
Name and Age  Name and Age  Registry  Registry  Rucad Vertical  Rucad Vertical  Rucad Vertical  Rucad Vertical  Rucad Vertical  Rucad Vertical  Rucad Vertical  Rucad Vertical  Rucad Vertical  Rucad Vertical  Rucad Vertical  Rucad Vertical  Rucad Vertical  Rocad  Rucad Vertical  Rucad Vertical  Rocad  Rucad Vertical  Rucad Vertical  Rocad  Rucad Vertical  Rocad  Rucad Vertical  Rocad  Rucad Vertical  Rocad  Rucad Vertical  Rocad  Rocad  Rucad Vertical  Rocad  R	Name of Marter.	:	G. F. Thomas	A. Boss, Bor Linlithg		8	:	
Name and Age  Registry, Idversool Book, or Same and of Vessel, Interpool Book, or Same and Sauray. Bureau Veritas. Survay.  Ruparel British India  "Ruparel" British India  "Primers" Idverpool (a) Id, 14 100 Al. Barque, I. (fishing), W. Sarsh Belfast	Ores.	1		None on oourd	69	4		
Name and Age Registry I Lloyd's Restrict, Registry Ruparel Rup	Tons.		58	Ħ		3	2,118	
Name and Age Registry, Liverpool Bock, of Last Strange Bock, of Versel.  "Buparel" (b) Dato of last Replaced (c) Dato of last Republication.  "British India (c) Dato of last Republication (d) Id, 1, 1, 100 Al.  "Sarah" (a) Id, 1, 100 Al.  "Sarah" (b) 7.36  "Sarah" (b) 7.36  "Wild Rose" (a) Id, 1, 1, 100 Al.  "Sarah" (b) 7.36  "Beliast (c) (c) Id, 1, 1, 100 Al.  "Sarah" (c) Idverpool (d) Id, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	Description of Vessel, and whether Iron or	Sailing vessel, W.	Barque, I.	Smaok, (fishing), W.	Steam yscht, W.	Ketch, W.	:	
Name and Age of Versel.  "Buparel" Age unknown Age unknown By years.  "Sarah"  "Sarah"  "Sarah"  "Wild Rose"  "Boby"  "Boby"  "Boby"	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritaa, (b) Date of last Survey.	:	(a) I.I. # 100 A.I. (b) 7.96.	:	:	: '	(a) III 1 100 AI.	
Name and Age of Versel.  "Buparel" Age unknown Age unknown By years.  "Sarah"  "Sarah"  "Sarah"  "Wild Rose"  "Boby"  "Boby"  "Boby"		British India (not registered).	Liverpool		Belfast	Brixbam	Liverpool	
Dato of Oservalty. 1900. 22 Feb. 3 Aug. 5 Sept. 4 Oct.		lown.		É			:	
	Dato of Caeralty.	1900. 22 Feb.	3 Aug.		5 Sept.	27 Sept.		

About 5 miles W.S.W. of Thatchers Island, U.S.A.	Near Garrison Point, Sheerness, Kent.	Gibraitar Bay.	Lat. 0° 51' N., long. 10°46' W., N. Atlantlo.	Lat. 30° 36' S., long 72° 9' W., S. Pacific; subsequently taken to Caldera.	Lat. 10° S., long. 139° 66′ W., S. Padific; vessel beschied at Manga Beva, Gambier Group.	Lat 22° 49' S., long. 32° 26' W., S. Atlantic.	4s miles E. of Hartle- pool, Durham.	Iquique, Chili.	10 miles S.S.W. of Dod- man Point, Corn- wall; vessel beached at Sutton Harbour, Plymouth.	Pleegua Bay, Chill.	Between E. end of Walney Island and Piel, Walney Channel.	Vancouver, British Columbia,
N.N.E. 8	W.B.W. 6	Ri O	ණ ක්	en oci	<b>7 7 7 7 7 7 7 7 7 7</b>	     	s, by w	ı	W.S. W.	1	N.W.9	1
-	ı	i	t	1	1	!	1	ı	i	1	i	1
Capsized; subsequently towed into port and condemned.	Struck by a shot from a Gun- boat	Spontaneous com- bustion of coal.	Spontaneous com- bustion of felt.	Sponteneous com- bustion of coel.	Burnt	Burnt	Discharge pipe burst; vessel sank.	Burnt	Lime cargo heated; vessel beached and scuttled.	Barnt	Driven from moorings and swept to sea.	Burnt
Ballast	Brioks	Cosal	Materials for huts.	% I :	Wheat and barley.	General & gunpowder.	Ballast	Nitrate of sods.	General	Nitrate of sods, and coal.	Ballast	Unknown
Hillsboro,	London	Gibraltar y.	Port Elizabeth.	Iquique	Leith	Sy.Iney, N.S.W.	Sunderland, seeking.	Iquique, ili.	St. Mary's. Scilly.	Lying at Pisagua.	North Scale, Walney.	:
Salem, U.S.A.	Oare Groek, Faversham.	Moored in Gibraltar Bay.	London	The Tyne	Tacoms. U.S.A.	Glasgow	Sunderlen	Lying at Iquique, Chili.	Plymouth		Morecambe	:
W.A. Trueman, Albert, N.B.	S. Wakeley, Bainham, Kent,	C. W. Mathia- sen, Gibraltar.	Maciay and Mointyre, Glasgow.	Leyland Ship- ping Co., Lim., Liverpool.	T. G. Hardie, Glasgow.	A. Weir & Co., Glasgow.	T. Hutchinson, Monkwesr- mouth, Dur-	W. Lewis, Liverpool	W. C. Mumford, St. Mary's, Bollly.	W. Law, Glasgow.	J. Jackson, North Ecale, Walney,	J. Leckie, Toroato, Ontario.
E. Edgett	T. Golding	F. Ballesteros	T. Lacock	J. H. Beid	R. Bryce	W. Evans	G. Hutchinson	D. Jones	C. J. Mumford	W. Couper	J. Jackson, Wa	: :
4	69	9	*	æ	8	8	*	ı	4	23	~	l
96	34	1,080	1.778	1,711	4, 13	1,180	<b></b>	1,567		3,148	••• 	<u> </u>
Schooner, W.	Spritaail, W.	Coal hulk,	8.S., Steel 1.776	Ship, I	Barque. Steel.	Barqne, I.	Steam tug, W.	Ship, Steel	Ketch, W.	Barque, Steel,	Smack, (yacht),	8.8, W:
:	:	:	(a) I.L. 4 100 Al. (b) 9.00.	(a) I.l. 1 100 AL (b) 8.00.	(a) Ll. 1 100 Al. (b) 8.98.	(a) L1. 100 A1. (b) 9.00.	:	(a) LL 1 100 AL (b) 11.96.	;; ;,	(a) I.I. 1 100 Al. (b) 2.00.	:	:
St. John, N.B	Bochester	Not registered	Glasgow	Liverpool	Glasgow	·Liverpool	S. Shields	:	Plymouth	Свыеро w	Not registered	New West- minster, B.C.
"Wawbeck"	"Honest Boy" 27 years.	"Dauntless" 26 years.	"Madura" 6 years.	"Otterspool" IS years.	"Pyrenees" 9 years.	"Allegiance"	"Miss Roberta" 30 years.	"Marion Ballantyne" Glasgow 12 years.	"Charles Francis". If years.	"Boss-chire" 9 years.	"Cock of the North" Not registered New.	"Telephone"
10 Oct.	18 Oct.	2 Oct.	<b>%</b> Ogt	3 Nov.	15 Nov.	20 Nov.	6 Dec.	: 6 Dec.	11 Dec.	24 Dec.	# Dec.	Sup- posed 1900.

(4) OTHER CAUSES—continued.

26 miles N.N.W. of Godrevy Head, Corn-wall. Mout Bead, Deer-ness, Orkneys, E.N.R. 5 Near Lossiemouth, Elginshire. Place of Cannally, S.W. 6 | Lyme Regis, Dorset. Wind. R 12 ₩.7. ₩.3 No. of Lives Lost ı ı ı Capsized;
washed ashore
and broken up. Struck by light-ning; became leaky; aban-doned. Masts carried away, hull badly strained; condemned. Nature of Casualty. Barnt Oargo and Number of Passengers (if any). . : : : : : Ballast Ballast Ballast Ballast Ballast C. A. Trefry .. W. Burrill & Manila .. Victoria, B.C. N.S. Tarmouth, Port bound to. .. Westray, Orkney. Moored at Lyme Regis, Dorset. Milford, for fishing. Lossiemouth, for fishing. Port sailed from. A. Addison .. Steam Herring Wick Flat, Lim., Aberdeen. ... Mrs. M. A. Gush, Lyme Begfs, Dorset. Name and Address of Owner. W. H. Parnell, Brixham. Devonshire. J. Smith, Lossiemouth, Riginshire. Name of Master. G. H. Gush ឌ 4 9 18 \$ 4 3) May "Celeste Burrill" Yarmouth, N.S. (a) B. Ver. 3.3, L. Ship, W. .. 1,764 from 7.97 (b) 11.00. Steam drifter, W. Outter (fishing), W. Coble. W. Ketch, 1 : : : : : Not registered Port of Registry, if British. : Aberdeen Brixham Hall No Name .. .. Age unknown. : Name at d Age of Versel. "Simon Peter" 43 years. "Wayfarer" 5 years. "Glengairn" I year. Date Of the 1 Mar. 33 Mar.

(5) MISSING VESSELS.

When last heard of or seen.	Not heard of since leaving Singapore on 2nd July, 1896.	Not heard of since sailing in June, 1899.	Not heard of since being seen off L. island, Queensland on 22nd December, 1889.
No. of Lives Lost.	12	•	4
Cargo and Number of Passengers (if any).	Wood	Ballast	Unknown
Port bound to.	Hong Kong	, for fishing.	Mary- borough.
Port sailed from.	Muntong	Caraquet, N.B.	Townsville
Name and Address of Owner.	O. Eng Huat, Muntong Hong Kong Wood	C. Robin, Oollas Caraquet, N.B., for fishing. Ballast & Co., Lilm. Caraquet, N.B.	M. Roney. Townsville. Queensland.
Name of Master.	R. Brothers	:	:
Grew.	12	4	₹
Tona. Orev	1,094	22	64
Description of Vessel, and whether Iron or Wood.	Barque, W. 1,024	Schooner,	Ketch, W
(a) Class in Lloyd's Register, Liverpool Book. or Bureau Veritas. (b) Date of last Survey.	:	:	:
Fort of Registry, if British.	Singapore	Chatham, N.B.	Townsville, Queensland.
Name and Age of Vessel.	"Fanny Skolfield" 26 years.	"Fly"	"Lallah Rogkh" Townsville, 24 years. Queensland.
Date of Jasualty.	1886.	1866	ı

151

Not beard of since salling on 38th December, 1889.	Not heard of since esting on 21st January 1900. Wreckage picked up near Holybead.	Not heard of since salling on 20th February, 1900.	Not heard of since being spoken off Fowey Light, Florida, previous to 24th February, 1900.	Not heard of since leaving Ninafor. Tonga Islands, on 31st March, 1900.	Not heard of since sailing on 28th April, 1900.	Not heard of since salling on 30th June, 1900.	Not heard of since salling on 18th July, 1900.	Not heard of since sailing on 19th August, 1900.	Not heard of since being seen off Broomhill Point, co. Wexford, on 31st August, 1900.	Not heard of since sailing on 26th August, 1900.	Not heard of since sailing on 10th Sep- tember, 1900.	Not heard of since sailing on 11th September, 1900.	Not heard of since being spoken in lat. 12° 18' N., long. 28° 64' W., N. Atlantio, on 23rd September, 1900.	Not beard of since salling on 20th Bep- tember, 1900.
•	93	84	11	6 (5 crew and 1 passen- ger).	22	8	2		₩	<b>5</b>	ĸ	₹1	31	4
Potatoes & lumber	Cosi	Ballast	Phosphate	General, 1 passenger.	Ballast	Ballast	Ballast	Salt	Ballast	Salt	Cost	Ballast	Kerosine	Clay
Havana, Cuba.	Delagos Bay.	Newosstle, N.S.W.	Sydney, N.S.W.	the Tonga da.	Newcastle, N.S.W.	Iquique	Tocopilla, Chili.	St. John's, N.F.L.	for fishing.	St. John's, N.F.L.	Santos	3., for flabing.	Yokohama	London
Kingsport,	Liverpool	Probolingo,	Port Tampe, Florida.	Trading in the Tonga Islands.	Bio de Janeiro.	Santa Rosalia	Callao, Peru	Cadiz	Duncannon, for fishing.	Oporto	Newport News.	Shippegan, N.B., for fishing.	New York	Teignmouth
S. D. Shafner, addrese nnknown.	ellington, N.Z.	A. Weir, Glasgow	J. I. Jacobe, London.	Lane & Brown, Wangaroa, N.Z.	A. Weir, Glasgow	J. D. Clink, Greenock.	F. H. Vanghan, Liverpool.	8. Truscott, Charlestown, Cornwall.	P. Faraday & P. Kennedy, New Ross, co. Wex- ford.	R. E. Bishop, St. John's, N.F.L.	W. B. Willson, Newport Baltimore, U.S.A.	W. Freeing & Co Lim., Shippe-gean, N.B.	The Galgate Shipping Co., Idm., Liver-	pool. R. B. Trussell, Burnham - on - Crouch, Essex.
M. Mailman	C. G. Moberg, Wellington, N.Z.	J. Davidson	J. Hartnoll	J. Johnson	J. McKechnie	R. Robertson	Amer	T. J. Mably	B. Purlong	Myrdon	J. W. Beid	:	F. Clemens	D. Marsh, jun
<u>*</u>	2	# #	17 J.	ь <del>.</del>	.; .;	2 <del>4</del> 88	81 81	7 T.	<b>4</b>	<u> </u>	12 13	: -	31 F.	4
143	375	1,706	8	9	1,648	1,871		Ħ	69	8	1,126	2	2,861	8
Schooner W.	Barque, W.	Ship, Steel	Barque, I.	8.8, W	Berque, Steel.	Ship, Steel	Barque, I.	Schooner, W.	Spriteail, W.	Schooner, W.	S.S., Steel	Schooner, W.	Barque, Steel.	Ketch, W
•	(a) B. Ver. 3/3, A.11. for 1 year from 5.99. (b) 5.99.	(a) I.l. 1 100 Al. (b) 6.99.	(a) Li, 🛧 • 🙈 L (b) 9.86.	:	(a) I.L 100 A1. (b) 12.99.	(a) II, 1 100 Al.	(a) Li. 100 Al. Al. (in red) L. (b) Lo.	:	: :	:	(a) Li. 1 100 Al. (b) 3.00.	:	(a) Li. 1 100 A1. (b) 5.00.	:
zi zi	:	:	: -	i, X,	:	:		:	stored	N.F.L.		, N.B.	•	:
Windsor, NB.	Liverpool	Glasgow	London	Auckland, N.Z.	Glasgow	Greenouk	Liverpool	Fowey	Not registered	St. John's, N.F.L.	Glasgow	Chatham, N.B.	Liverpool	Faversham
"Harold Borden" 9 years.	"Elbabeth Abrons." 25 years.	"Perseverance" 4 years.	"Nith"	"Ofa" 1 year.	"Heathbank" 6 years.	"Yarana" 8 years.	"Limache" L5 years.	"Samuel Moss" 21 years.	"Pansy" About 25 years.	"Amelia Corkum" 9 years.	"Severn" 8 years.	"Fly" 10 years.	"Manchester"	"Genesta" 3 years.
	1800													

MISSING VESSELS—continued.

9

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Sth Sth the Lizard sailing on or about 육 45 Not heard of since 12th December, 1900, being seen off the, on 18th December, Kildonsn Not heard of since leaving Fort Morgan, U.S.A., on 28th December, 1900. since eailing on F Boat picked up 0 8 8 When last heard of or seen. Sailing heard of since passing 18th December, 1900. Not heard of since passing on 17th November, 1906. Not heard of since November, 1900. stnoe Not heard of since ! Skerries, Anglesey, 1900. Not heard of since 2nd October, 1900. Not heard of sir October, 1900. I Yarmouth. No. of Lives Lost 8 z 14 ĸ 2 8 Cargo and Number of Passengers (if any). : Ballant Ballast Sugar Con 38 3 00 00 00 00 <u>8</u> COBL : St. Malo .. Buenos Ayres, via St. Lucis. Portland, Oregon, Port bound to. Bremen Havre Bristol Yokohama .. Port tiled from. Newport News. Barry Dock Rancorn Renfrew Seaham Mobile Callao Onen Java The Star Ship-ping Co, Lim, Newcastle-on-Tyne. D. T. Sharper, Junr., W. Hartlepool. A. Stephens, Porth, St. Columb Minor, Cornwall, W.J. Tillett, Cardiff. Sir R. Martin, Dublin. B. & W. Roberts, Liverpool. J. Hawken, Padstow. M. H. Horsley, W. Hartlepool. W. E. Dawson, Bradford. R. O. Mauger, Swadsen. W. Thomsa, Liverpool. W. Brown, Meadowflat, Renfrew. Name and Address of Owner. : T. Whittingham Name of Master. O. Lampshire W. Dyke F. Conway W. Ватвея Smith. K. Norton M. Davey J. Rutter A. Bube Ä Orew. 2 8 34 8 7 က 7 83 Tons. 3,068 1,702 1,998 2,183 23 1,582 ¥ 3 3 8 Barque, Steel Brigantine, Steel 8.3., Steel.. Ketch, I. .. Ketch, W... `. Ketch, W. S.S., Steel. Ship, I. Ketch, 8.B., I. Ship, 41 3 (a) B. Ver. L. 3/3, L.1.1. from 12.90. (b) 8.00. 7 (a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey. **4**1. 4 4 A1. (a) 11. \$\frac{1}{(b)}\$397. (a) Ll. # 100 ½ (b) 8.00. (a) Li. 1 100 A (b) 3.00. (a) Ll. 4 Al. 8 9 (4) L1. 1 100 (b) 1.97. (a) L1. 1 1 1 (b) (b) 10.00. (a) Li. (b) W. Hartlepool Hartlepool Liverpool Glasgow Padatow Ipawich [ ] Cardiff Dablin "Falls of Invers-naid." 12 years. Ludovicus " Age unknown. Name and Age of Vessel. 'Cape Wrath" 8 years. "Anna Sarah" 41 years. "John" .. 35 years. "Aladdin" .. 16 years. "Andrada" 10 yeara "Mobile" .. 5 years. "Rathdown" 10 years. "St. Petroc" 7 years. Dete of suelty. ۱ ۱ ١ ١

ting to sea from Dependency of nuary, 1801.	ailing on 24th	seing seen off	ter no suffice	puzz no nees zu
Not heard of since putting to see from off St. Brandon (Dependency of Mauritius) on 10th January, 1801.	Not beard of since sailing on 24th January, 1901.	Not heard of since being Cape Everard, Victoria, March, 1901.	Not beard of since sailing on 21st March, 1901.	Not heard of since being seen on 22nd May, 1901.
7	ផ	8	10	ed
Ballart (about 30 tons.)	Coal and safety car- tridges.	Cost	Timber and oregon.	Ballast
Island of St. Ballart Brandon. (about 30 tons.)	St. John's, N.F.L.	Port Kembla Albany Coal	Launceston, Tasmania.	Brighton, for fishing.
Mauritius	Ardrossan		Melbourne	
H. Kills, London	The "Lucerne" Ardrossan 8.8. Co. 8t. John's, N.F.L.	Mollwraith, McEsobarn & Co., Lim., Mel- bourse.	R. B. McComas, Melbourne I annoeston, Timber and Melbourne, Viotoria.	H, Howell, Brighton.
<u>. :</u>	:	:	:	:
N. Way	H. T. Reed	J. Coull	E. J. Francis	J. Pearoe
2	Ħ	8	•	eq.
200	1,287	1,540	28	1
Barque, Composite.	8.8, I	8.8., Steel 1,540	Schooner, W.	Fishing boat, W.
LS &1.	:	0 A1.	:	:
(a) Ll. cont. 13 Al. Barque, from 12.90. (b) Composite. 8.00.	:	(a) II. 🛧 1( (b) 3.86.	:	:
London	St. John's, N.F.L	Melbourne (a) L. 7 100 Al. (b) 3.98.	Melbourne	Not registered
"Golden Fleece" London	"Lucerne" 23 years.	"Foderal" Il years.	"Louisa Lamont" 18 years.	"Wild Rose" 1 4 years.
ç	1	3	3	

as having occurred to British Vessels Abroad, or to British or Foreign Vessels on or near the Coasts of British Possessions Abroad, in occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period APPENDIX C.—Table 2.—Detailed Statement of Sea Casualties, involving PARTIAL LOSS OF VESSEL with LOSS OF LIFE, which three divisions, viz.: (1) Strandings, (2) Collisions, and (3) Casualties from other Causes.

# (1) STRANDINGS.

Place of Casmalty.	10 miles from Dholers Lighthouse, Gulf of Cam- bay, W. coast of India.	Lavernock Point, Glamor-ganshire.	W.N.W. 5 Bast Hoyle Bank, Liverpool Bay.	Goswick Sands, Northum- berland.
Wind	ı	8.W. 10	W.N.W. 6	87 82
No. of Livos Lost.	en	l (crew)	-	-
Oarro and Number of Passengers (if any).	:	Bariey, 1 1 (crew)	Corn	Ice
Port bound to,	Whittle bandar.		Saltney	Berwick
Port sailed from.	Bombay	San Francisco	Liverpool Saltney Corn	Christiania
Name and Address of Owner.	:	D. Cornor & Sons, San Francisco Sharpness Liverpuol.	The Liverpool Lighterage Co., Lim., Liverpool.	Hansen, Pors- Christiania Berwick Ice way.
Orew, Name of Muster.	:	T. R. Bailey	S. Bowyer	O. Olsen
Ö.	1	, <b>23</b>	q	•
Tons	B	2,58	PE.	140
Description of Vessel, and whether Iron or Wood.	Sailing vessel	Barque, L	Jigger, W.	Brigantine, W.
(a) Class in Lloyd's Regriter, Liverpool Book, or Bureau Veritas, (b) Date of last Survey.	:	(a) Ll. 1 100 Al. Barque, L. (b) 5.00.	:	
Fort of Registry, if British.	British Indis (not registered).	Laverpool	Liverpool	Norway
Years and Age of Vessel.	"Jamnaprasad" Age unknown.	"Pegasus" l6 years.	"Blue Star" 34 years.	"Bagnhiid" 26 years.
Date Sheen Sheen	1900. 19 Jan.	28 Dec.	1901. 7 Feb.	3 Apr.

#### SEA CASUALTIES .- PARTIAL LOSSES WITH LOSS OF LIFE.

Wherryman's Beach, Sheep- haven, co. Donegal.	Lymington Bank, Solent.
8.W.2	B.W.7
H	8
Ballast	Coel
Derrycassen, for lobeter Balla fishing.	Queens- to wn.
	castle- on-Tyne.
errycassen, co. gal.	A. Nicholls, Whisneable, Whisneable,
P. Haraghty, Do Dones	O. Bowden
-	7
-	176
Fishing boat, Canvas.	Barquen- fine, W.
:	:
Not registered	Faverebam
Cangaroo" Zi yeara.	23 June "Tweed" 38 years.
1901. 19 May	23 June
	Fishing 1 P. Harraghty, Derrycassen, co. Derrycassen, for lobeter Ballast 1 S.W. 2  Donet, Canvas.

တဲ့
Z
2
128
H
8
Ö
2
Ü

TIAL LOSS	ES WITE	I LOSS	OF LI	FK.		
Place of Chemistry.	Carrickforgus, Belfast Lough,	Entrance to Channel, Hartlepool	Off Pilot Station, Ran- goon, Burmah.	Lower part of Grave- send Reach, River Thames.	Off Hopeton Point, Firth of Forth.	Entrance to Findhorn River, Nairnshire.
Wind.	N.B. 1	N.W. 4	N.W. 4	8.W.1	Calm	¥.5
No of Lives Lost	11 (pas- sengers)	-	l (pas- senger).	m	-	• ·
Name and Port of Colliding Vessel,	S.S. "Alligator," of Glasgow.	Steam fug "Steel," of W. Hartle- pool.	Unregistered pilot brig Guide, of Bangcon.	S.S. "Clydesdale," of Sunderland.	Steam tug "Forth," of Grangemouth.	Ketch " Alert," of Yarmouth.
Cargo and Number of Passengers (if any).	Ballast, 790 passen- gere.	Ballast	General, 357 pas- sengers.	General	Ballast	Ballast
Port bound to	Ardrossan	:	Rangoon	London	Blackness	on pilot
Port sailed from.	Belfast	:	Calousta	Botterdam	Queens-	Findhorn, on pilot duty.
Name and Addrose of Owner.	G. & J. Burns, Glasgow.	P. Hansen, W. Hartlepool.	British India Steam Navi- gation Co., Lim., London.	General Steam Navigation Co., London.	The Command- ing Officer, Blackness Castle.	D. Main, Findborn.
Name of Marter.	D. Carmichael	:	Н. А. Sharp	H. G. French	:	J. Jeffrey
Ore w	8	3 boya	<b>56</b>	2	4	• _
Tons. Grew.	\$	l. 1.	1,812	191	F	4
Description of Versel, and whether Iron or Wood.	8.8. I.	Bow boat about (pleasure), 1.	8.8. I.	8.8. I.	Pleasure boat, W.	Lugsail, W.
(a) Chastin Lloyd's Register, Llyverpool Book, or Burean Veritas. (b) Date of last Survey.	:	:	:	:	;	:
Port of LA Registry, II British.	Glasgow	Not registered	Glasgow	London	Not registered	Not registered
Name and Age of Vesel	"Dromedary"	No name Age unknown.	"Rajpootana" Il yearn	"Nautilus" 26 years.	No name Age unknown.	"W. E. Gladstone" 18 years.
Date of Damalty.	1900. 21 July	9 July	24 Aug.	7 Oct.	18 Ont.	10 Nov.

## SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

8.W. 5 Lat. 43° 10' N., long. 66° 28' W., N. Atlantic.	About 15 miles E. 8 N. of Spurn, Yorkshire.	13 or 15 miles off Little- hampton, Sussex.	Near the submarine Miners' Wharf, en- trance to River Tees.
S.W.5	W. 6	N.N.W. 13 c	N TENS
89	-	_	
Schooner "Alina," of Shelburne, N.S.	Ballast S.S. "Homer," of London.	Granite French fiching, boat B. 2408.	Unregistered "Hopper No. 2," of Middles- brough.
Genoral	Ballast	Granite	Ballast
Portland, Maine.	Sapelo	Ports- mouth.	age, on a hing trip.
Liverpool	Hall		Rston Grange, on a pleasure flabing trip.
The Allan Line State of Liverpool Fortland, General Schooner "Alina, Glasgow."	, Abő, Bussia.	H. Parry, Portseriokandoo, Cas	Seton Grange, abire.
W. S. Main	P. K. Lindblom, Ab5, Bussia.	T. Jones	J. Cammack, Beton Grange, York shire,
- 8	22	•	1
3,107		8	1
8.8. Steel 3.107	Barque, W.	Schooner, W.	Lugsail (pleasure), W.
:	(a) B. Ver. 5/8 Barque, W. 567 A.1.1 for 4 years from 6.69. (b)	Oarnarvon (a) IL 14 13 Al. Rehooner,	:
<u>:</u>			:
Glasgow	Bussia	Oarnarvon .	Not registered
fi Nov. "Numidian"	"Hoppet" Is years.	9 May "Blodwen"	May "Bedbeart" Not registered About 10 years.
l Nov.	1901. 5 Feb.	9 May	S May

(3) OTHER CAUSES.

				JE LIE			
Piace of Carnalty.	80 miles N.W. of Lewis Island, N. Atlantic.	Off entrance to Kurrache Earbour, Sind, W. coast of India.	Near Bhavnagar Light- house, W. coast of India.	Off Vesawa Creek, Bombay, W. coast of India.	16 miles S. by W. of San Francisco, N. Pacific.	Lat. 39° S., long. 113° W., S. Pacific.	Lat. 41° 40' B., long. 67° 30' E., Indian Ocean.
Wind	E.S. E. 13	1		t	W.7	8.W.11	W. 10
No. of Lives Lost.	-	••	4	1	-	<b>-</b>	1
Nature of Casnalty.	Decks swept	Oapsized; sub- sequently re- covered.	Oapsized; sub- sequently re- covered.	Damaged (no particulars furnished).	Fore topgallant halyard car- ried away.	Deck, &c damaged by heavy see.	Main topsail car- ried away, &c.
Cargo and Number of Passengers (if any).	Соже	Unknown	Unknown	Unknown	Wheat	Wheat	Kerosene
Port bound to.	Hamburg	Kurrachee	Bhavnagar	Surst	Falmouth, for orders.	English Obannel, for orders.	Tokohama
Port sailed from.	Iquique	Cutch Mandyl.	Bhatha	Karanja	San Fran- cisco.	San Fran- cisco.	New York
Name and Address of Owner.	J Lilburn, Glasgow.	:	:	:	J. D. Olink, Greenock.	Liverpool Ship- ping Co., Lim., Liverpool	J. MacMahon B. J. Dunlop, Glasgow.
Name of Marter.	W. B. Thomson	:	: .	:	J. L. Boyoe	G. Davies	B, J. MacMahon
1	8	1	ſ	1	1	8	1
Tona Orew.	2,197	2	80	Ħ	8	- OE	8
Description of Vessel, and whether Iron or Wood.		Sailing vea-	Salling ves- sel, W.	Salling ves- sel, W.	Ship, Steel 1,869	Ship, L 1,670	Ship, L
(a) Class in Lloyd's Register, Liverpool Book, or Barean Verlias. (b) Date of last Burwey.	(a) Li. 1 100 Al. Barque, (b) 10.10.	:	:	:	(a) L. 4 100 A1.	(a) Li. 100 Al. Al. (in red) L (b) 9.00.	(a) L. V. 100 Al. Ship, I 1,509 (b) 2,00.
Port of Registry, if British.	Glasgow	British India (not registered).	Native India	British India (not registered).	Greenook	Liverpool	Glasgow
Name and Age of Vessel.	"Obelmsford" 6 years.	"Harripusa" Age unknown.	"Soorsyprassd" Age unknown.	"Buparel" Age unknown.	"Samona" 8 years.	"Cleomene"	"Clan Mackenzie" 18 years.
Date of Osemalty.	1809. 11 Nov.	1900. 11 Jan.	10 Jan.	17 Feb.	26 Mar.	M Apr.	3 May

SEA CASUALTIES.--PARTIAL LOSSES WITH LOSS OF LIFE.

Pises of Casualty.	Lat. 43° S., long. 107° E., Indian Ocean.	Lat. 58° 29' S., long. 68° 8' W., S. Atlantic.	Lat. 24° 26' N., long. 124° 40' W., N. Pacific.	Lat. 37º 11' S., long. 44° 38' B., Indian Ocean.	Lat. 41° 36' N., long. 9° 40' W., N. Atlantic.	Lat. 30° 07' 8., long. 73° 68' E., Indian Ocean.	Lat. 36° S., long. 70° 49' E., Indian Ocean.	Off Pillar Book, St. John's, Antigus, West Indies.	Thames Haven, Essex.	Near Gunfleet Sands, Thames Estuary.	1 mile W. of Dunge- ness, Kent.	Lat. 55° 16' 8, long. 130° 10' E, 8, Pacific.	Bigbury Bay, Devon- shire.
Wind	6 1	N.W. 8	1	S.W.9	Oslm	2 -	9. W. 6	1	N.E.2	8.8.W. 6	Oslin	œ ¤i	*:  }
No. of Lives Lost.	1	<b>6</b> 0	1	1		(crew).	1	<b>.</b>	4 (arew).	-	en.	-	<del></del> .
Nature of Casualty.	Decks swept	Dismasted	Explosion of dis- tress signal cartridge.	Decks swept	Futtock rigging carried away.	Main boom car- ried away, &c.	Foot rope carried away.	Capsized; sub- sequently re- covered.	Ship struck by lightning causting explosion of naphtha	Vapour. Capsized; subsequently recovered and	Explosion of a shell which had been found and taken on board.	Topesil sheet carried away.	Capetzed sub- sequently re- covered and repaired.
Carro and Number of Passengers (if any).	General	General	Gunny bags	Lubricating oil	General	Ballast, 2 passengers.	Ballast	Ballast	Naphtha, 2 passengers.	Ballast	Ballast	Nickel ore	Ballant
Port bound to.	Brisbane	San Fran- cisco.	San Fran- cisco.	Calcutta	Gibraltar	Gusm	Newcastle, N.S.W.	or fishing.	at Thames en.	1-Sea to a listress on Sands.	:	Glasgow	gh Devon- fishing.
Port sailed irom.	London	Liverpool	Calcutta	Philadel- phia.	Liverpool	Mauritins	Mauritius	Antigus, for fiching.	Discharging at Thames Haven.	Frinton-on-Sea to a vessel in distress on Gunfleet Sands.	:	Tchio	Challaborough Devon- shire, for fishing.
Name and Address of Owner.	W. Law, Glas-gow.	C. G. Dunn, Liverpool.	Sir R. Martin, Bare, Dublip.	C. A. Hampton, London.	Cunard S.S. Co., Liverpool.	L. Rogers, Port Louis, Mauritius.	J. Le Couteur, Hamburg, Germany.	A. Pell, Antigua.	Siedenburg, Wendt & Co., Bromen, Ger- many.	inton-on-Ses, ex.	Union des Re- morqueurs Belges, Ant- werp, Bel- grum.	A. Weir, Glas-gow.	:
Name of Muster,	T.B. Philip	Р. А. Logan	C. Arober	G. Book	D. P. Thomson	J. Feillafé	P. Sebire	A. Bomney	:	D. R. Cook, Frinton-on-See, Essex.	:	W. Auld	:
Orew.	প্ল	169	1	1	28	<b>a</b> .	2	*	<b>8</b>	60	1	8	•
Tons	1,580	1,772	2,486	1,713	1,645	317	88	69	1,197	es	35	1,381	
Description or vessel, and whether Iron or Wood.	Ship, L	Ship, I.	Ship, Steel	Ship, Steel	S.S., I.	Barquen- tine, W.	Barque, L	Sailing boat, W.	Ship, W	Cutter (fishing), W.	Steam tug, L	Barque, Steel	Coastguard dinger, W.
(a) Class in Lloyd's Registor. Liverpool Book, or Bureau Verlius. (b) Date of last Survey.	(a) Ll. 1 100 Al. (b) 2.00.	(a) L1, 1 100 A1. (b) 2,00.	(a) Ll. 1 100 Al. (b) 3.86	(a) Lil. 1 100 Al. (b) 4.99.	:	:	(a) Ll. # 100 Al. (b) 2.00.	:	(a) B. Ver. 5/6, A.l.l. for 6 years from 9.99. (b) 7.00.	:	(a) B. Ver. I. 8/3, P.11. from 5.00. (b) 5.00.	(a) I.l. 1 100 A1. (b) 11.36.	:
Port of Begistry, if British.	Glasgow	Liverpool	Dublin	London	Liverpool	Port Louis, Mauritius.	Liverpool	Not registered	Germany	Not registered	Belgium	Glasgow	:
Name and Age of Vessel.	"Agnes Oswald" 24 years.	"Mistley Hall" 26 years.	"Fingal" I7 years.	"Mersoy" 6 years.	"Samaria" 32 years.	"Ebenezer" 24 yeare.	"Isle of Erin" 25 years.	"Privateer" Age unknown.	"Helene" 52 years.	"Myosotis" 14 years.	"John Bull" 30 years.	"Colleenie" 9 yeart.	No Name Age unknown.
Date of Casualty.	1900. 1 June	2 June	16 June	16 June	25 June	% June	26 June	30 June	3 July	dair 9	8 July	12 July	14 July

(3) OTHER CAUSES—continued.

157

SEA CASUALTIES .- PARTIAL LOSSES WITH LOSS OF LIFE.

			SEA	CASUAL	IIES.	PART	IAL LO	)8SES	WITH	LOSS O	F LIF	E.		
Consequent   Con		6 miles S.E. of Breesay, Shetland,	Lat. 63° S., long. 178° B., S. Pacific.	Lat. 46º 45' S., long. 106° W., S. Pacific.	miles off.	Off Big Crag, Holme Island, Morecambe Bay.	Lat. 0° 44' N., long. 108° 26 E., China Sea.	Lat. 38° 11' S., long. 5° 54' E., S. Atlantic.		Off Hole Haven. Sea. Reach, River Thames.	Lat. 34° S., long. 45° 40' W., S. Atlantic.	Lat. 36° 40' S., long. 33° 40' E., Indian Ocean.	Lat. 53° 29' S., long. 83° 18 W. S. Pacific.	Lat. 19° 20' N. 88° 18' E. Be Bengal
Continue   Continue		E.N.E., gusty.	8.13	₩.	1	Oalm	1	1	W. by S., Squally.	W. 8	91 -	i	N.W. 10	
Particle   Particle	6 (past	<b>-</b>		69	1	-	-	-	l (pae- senger).	C4	-	-		1 (a Lascar).
Particle   Particle		Mizen mast car- ried away.	Thrown on beam ends.	Port sheet chain of upper top-sail carried away.	Foot-rope car- ried away.	Oapsized; sub- sequently re- covered.	royal ried awa		ě. Š.				Ring bolt on cathend carried away.	Lazarette bulk- head sprung out of place &c.
*Phirical   Not registered	Ballast, 19 passengers).			Wheat	Ballast .	:	Kerosene oil.		Ballast, 2 passengers.	Ashes and breeze.	Coke and patent fuel.			:
*Ocean Geome"         Rot registered          Dandry W.         9         9         W Exastgrowh in the Engineer         W Experiment	r a pleasurb	Lerwick	Valparaiso	English channel for orders.	Timaru, N.Z.		Yokohama	Fremantle, W.A.	agh, for a re trip.	Vange, Essex.		Nagasaki	San Fran- cisco.	Calcusta
**Pairfield.***  **Pairfield.***  **Buirfield.***  **Buirfield.***  **Buirfield.***  **Buirfield.***  **Buirfield.***  **Buirfield.***  **Buirfield.***  **Buirfield.***  **Buirfield.***  **Buirfield.**  **B	Brighton, fo			San Fran- cisco.	Wellington, N.Z.	•		New York						Colombo
**Patriold ***. Not registered	W. Hazelgrove, Brighton.	J. Summers & others, Inversion, Aberdeen-	shire. Helensies Salling Ship Co., Lim., Liver-	A. Brown, Glasgow.	H. Hogarth, Glasgow.	E. Burrows, Grange-over- Sands, Lan- cashire.	E. & W. Boberta, Liverpool.		S. Ward, Scar- borough.	A. J. Moss, Vange, Essex.	T. Roberts, Lianelly.	J. Black & Co., Glasgow.	. S. Liver	R. M. Hudson, jun, Sunder- land,
**Patriold ***. Not registered	W. Hazelgrove, jun.	ummere	J. W. E. Davies			Fell		T. W. Smith	Brunton :	Brown	rewis	Hayden''	G. H. Williams	
"Birkdale" Not registered Lagger 93 "Birkdale" Not registered Lagger 93 "Birkdale" Not registered Lagger 93 "Nile" Glasgow (a) Li. 100 Al. Barqua, 1389 "Onryvrechan" Ardrosan (a) Li. 100 Al. Barqua, 1386 "Onryvrechan" Ardrosan (a) Li. 100 Al. Barqua, 1386 "Age unknown Not registered Fishing W Liverpool (b) Li. 100 Al. Barqua, 1386 "Andresa" Inverpool (a) Li. 100 Al. Barqua, 1485 "Chardale" Not registered Fishing W Ingger, W 2 "Three Friends" Not registered Lager, W 2 "Three Friends" Not registered Barge, W 43 "Three Friends" Ingwich Barge, W 43 "Three Friends" Ingwich Barge, W 43 "Three Friends" Liancily (a) Li. 100 Al. Ship, I 1,896 "Alle (in red.) I. (b) 500. "Alle (in red.) I Liverpool (a) Li. 100 Al. Ship, I 1,896 "Alle (in red.) I	_69				1			!			<del></del>	1		<u> </u>
"Riricals"   Not registered         Dandy, W.   "Birdals"   Not registered         Lugger   "Birdals"   Glaagow     (a) Li. 1. 100 Al   Barque, I.   "Misson   Glaagow     (b) Li. 1. 100 Al   Barque, I.   "Andresa."   Ardrosan     (a) Li. 1. 100 Al   Barque, I.   "Andresa."   Liverpool     (b) Li. 1. 100 Al   Barque, I.   "Minnie"     Not registered       Fahing   "Minnie"     Not registered       Lugger, W.   "Minnie"     Not registered       Lugger, W.   "Minnie"     Lianelly     (b) 5.68, in red.)     Barge, W.   "Minnie"     Lianelly     (b) 5.60, in red.)     Barge, W.   "Avanger"   Lianelly     (a) Li. 1. 100 Al   Ship, I.     "Albyn"     Liverpool     (a) Li. 1. 100 Al   Ship, I.     "Albyn"     Liverpool     (a) Li. 1. 100 Al   Ship, I.     "Albyn"     Liverpool     (a) Li. 1. 100 Al   Ship, I.     "Albyn"     Liverpool     (a) Li. 1. 100 Al   Ship, I.     "Albyn"     Liverpool     (a) Li. 1. 100 Al   Ship, I.     "Albyn"     Liverpool     (a) Li. 1. 100 Al   Ship, I.     "Albyn"       Liverpool     (a) Li. 1. 100 Al   Ship, I.     "Albyn"       Liverpool     (a) Li. 1. 100 Al   Ship, I.     "Maacotte"	_ 40	8		8,079	984	п	1,635	1,645	· .	3	98		2,096	2,018
"Birkfale" Not registered	Dandy, W.	Lugger (fishing),				Fishing boat, W.	Ship, L	Sbip, I	Lugger, W.	Barge, W.	Ship, L		Ship, L	
"Patriald" Not registered by years Inverpool Is years Glaagow Inverpool Is years Not registered Age unknown Ardrossan Is years Inverpool Is years Inverpool Is years Inverpool Is years Inverpool Is years Inverpool Is years Inverpool Is years Inverpool Is years Inverpool In years Inverpool In years Inverpool In years Inverpool In years Inverpool In years Inverpool In years Inverpool Inverpo	:	:	(a) Ll. 🛧 100 Al. (b) 10.99.	(a) LL 🗲 100 Al.		:	(a) ILL 1 100 Al. (b) 4.98.	(a) I.l. 100 Al. (b) 5.99.	:	:	(a) I.i. 100 A1. A1. (in red) 1. (b) 5.00.	(a) Ll. 1 100 Al. (b) 5.00.	(a) Li. 1 100 Al. Al. (in red) 1. (b) 5.00.	(a) Ll. 🛧 100 Al.
"Orean Queen" Age unknown.  "Fairfield" Is years.  "Nile" Is years.  "Ourryvrechan" Is years.  "Andrets" Is years.  "Three Friends" Is years.  "Avenger" Is years.  "Abbyn" If years.  "Abbyn" If years.  "Abbyn" If years.		Not registered	Liverpool	:	:	Not registered	, :	:	Not registered	Ipewich	:		Liverpool	
	* Ocean Queen" Age unknown.				"Corryvrechan"	No name Age unknown.	•	gå	: <b>£</b>	"Three Friends" 70 years.		"Queen Victoria" 13 years.		
	16 July	17 July	18 July		21 July	21 July	24 July	26 July	20 July	3 Aug.	5 Aug.	Aug.	11 Aug.	18 Aug.

SEA CASUALTIES .-- PARTIAL LOSSES WITH LOSS OF LIFE.

Piace of Caruality.	Lat. 46° 2° 8., long. 85° 28° W., S. Pacific.	About 1 mile E. by 8 of Kilronan Quay, N. Arran Island, co. Galway.	1 mile W. of Kirkcaldy, Fifeshire.	Lat. 34° 33" S., long. 84° W., S. Pacific.	Lat. 42° 35' S., long. 166° 30' E., Indian Ocean.	Let, 48° 7' 3" N., long. 6° 16' W., Bay of Biscay.	Lat. 46° 8,, long. 110° W., S, Pacific.	Lat. 39º 48' N., long. 44º 31' W., N. Atlantic.	Lat. 23° 48' N., long. 61° 56' W., N. Atlantic.	Lat. 30° 16' S., long. 131° W., S. Pacific.	About 150 miles N.E. of Sparn Point, North Ses.	Off Scatterie. Nova- Scotia.
Wind.	Squally	E.N.E.	N.W., Squally.	Aqually.	ı	l	8.R. 13	N.W.4	1	ı	W.4	Hurri-
No. of Lives Lost,	-	-	۳	l (crew)	н	г	-		-	l (crew).	-	•
Nature of Casualty.	Iron block for main top gal- lant stay car-	ried away. Oapsized; sub- sequently re- covered.	Capsized; sub- sequently re- covered.	Fore royal sheet carried away.	Decks swept	Boiler explorion	Loss of sails	Logs of boat	Foot rope carried away.	Blook carried away.	Damaged by fire.	Capsized; subsequently recovered and repaired.
Oarro and Number of Passengers (if any).	Nitrate of Soda.	Ballast	Ballaet	Nitrate of soda, 1 passenger.	Petroleum	Cosi	Wheat	General	Ballast	Barley, 1 passenger.	Ballast	Ballast
Port bound to.	Brake	Middle Arran Island.	for a pre-	Hamburg	Sbanghai	Bochefort	Queens- town for orders.	New York	New York	Sharpness	or fishing.	Sydney,
Port sailed from,	Tocopilla	N. Arran Island.	Kirkoaldy, liminary racing.	Iquique	New York	Cardiff	San Fran- cisco.	Beirnt	Rio de Janetro.	San Fran- cisco.	Grimsby, for fishing.	St. Plerre. Miquelon.
Name and Address of Owner.	J. Hamilton, Port Glasgow.	McD. McDonagh, Middle Arran Island, co. Galway.	J. Thomson, Kirkcaldy.	F. Briggs, Glassgow.	G. G. Dunn & Go., Lim., Liverpool.	B. Lee, Cardiff	R. Crawford & R. J. Rowat Glasgow.	J. L. Gracie, Tynemouth.	W. Burrill, Jun., Yarmouth, N.S.	C. W. Corsar, Arbroath.	E. Sleight, Grimsby.	H. W. Palmer, Dorchester, N.B.
Name of Master,	W. Arthur	M. McDonagh	D. Henderson	P. Macpherson	W. J. Scott	н. Вгочле	F. Hand	J. H. Davison	B. W. Spurr	-, Bailey	J. Bowering	:
Orew.	1	60	4	8	1	23	84	88	ı	22	6	•
Tons.	2,108	-	-	2,108	1,900	740	8	316,1	1,186	3,438	2	146
Description of Ves-al, and whether Iron or Wood.	Ship, Steel	Oanoe (fishing), Oanvas.	Yawl, (pleasure boat), W.	Barque, Steel.	Ship, L	8.8, I	Ship, Steel	8.8, I	Ship, W	Ship, L	S.S., Steel	Schooner, W.
(a) Class in Lloyd's Register, Liverpool Book, or Burean Verlias. (b) Date of last Survey.	(a) Ll. 1 100 Al. (b) 8.99.	:	:	(a) Li. 12.99. (b) 12.99.	:	(a) II, 14 100 A1. (b) 10.98.	(a) Ll. 1 100 Al. (b) 8.96.	(a) Li. 1 100 Al. (b) 3.00.	(a) B. Ver. 5/6. L.1.1. for 3 Years from 12.90. (b) 12.99.	(a) Ll. 1 100 Al. (b) 1,00.	(a) Li. 1 100 Al. (b) 4.00.	:
Port of Registry, if British.	Glasgow	Not registered	Not registered	Glasgow	Liverpool	Oardiff	Glasgow	Letth	Yarmouth, N.S.	Liverpool	Grimsby	Dorchester, N.B.
Name and Age of Vessel.	" Barfillan" 8 years.	"St. Patrick" 2 years.	Enterprise 10 years.	"Gunford" 8 years.	"Porrest Hall" 17 years.	"Ingoldsby"	"Port Eigin" ? years.	"Glengoll"	"Lizzie Burrill" 25 years.	"Pegasus" lb years.	"Banee"	"Greta"
Se particular de la constant de la c	1900, 21 Aug.	28 Aug.	1 Sept.	11 Sept.	16 Sept.	16 Sept.	A Sept.	22 Sept.	28 Sept.	24 Sept.	24 Sept.	- Sept.

- OTHER CAUBIN - CONSINUED.

## SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

159

			CABL	ALILE					H LUC		re.		
Near Starcross, Estuary of R. Ere, Devon-	About 600 miles W. of Fastnet, N. Atlantic.	Lyles Bank, co. Done-gal.	Let. 28° S., long. 84° W., S. Pacific.	2 miles off St. John Harbour, New Brunswick.	About 15 miles S.E. of St. Catherine's Point, Isle of W.ght.	Lat. 36° N., long. 59° W., N. A'lantic.	Lat. 57° N., long. 28° 15' W., N. Atlantic.	4 miles W.N.W. of Binhop's Lighthouse, off Pembrokeshire.	St. Ives Bay, Cornwall.	6 miles E.S.E. of S. Cross Sand Buoy, off Gt. Yarmouth.	I mile outside Havre, France.	Let. 40° 10' N., long. 70° 52' W., N. Atlantic.	Lat. 50° 15' S., long. 86° 20' W., S. Pacific.
	N.W. 12	8 E. 7	ı	Z. Z.	W.N.W.	2. X.	8.W. to	ж •	N.W.W	sć	W.N.W.6	97 -	1
- n	1 (cst- tieman -on arti- cles),	-	H	m		-	-		en	81	(crew.)	=	1
Capsized : subsequently recovered.	Decks swept	Capeized; subsequently recovered.	No carried away.	Ospeized; subsequently recovered.	Loss of deck cargo, &c.	Bridge &c. damaged by heavy see.	Bridge ladder &c. dumaged by heavy sea.	Deck swept	Ospsized; subsequently recovered.	Thrown on beam ends: aban- doned, but subsequently recovered.	Link of anchor shank painter broken.	Deck swept	Deck bolts broken; decks- strained, &c.
Ballast	General, cattle and sheep.	Ballast	Const	Ballast	Lathwood	Sugar	General and cattle.	Consi	Ballast	Ballast	General, 5 passen- gers.	Came oil	Nitrate
for a pleasure trip.	Avonmouth	Ballybrack, for fishing.	Acapulco, Mexico.	St. John, N.B.	Bristol	Delaware Break- water.	Glasgow	Padstow	St. Ives, for fishing.	Ot. Tarmouth, for fishing.	Liverpool	Rio Grande do Sul.	Dankirk
Exmouth, for	Montreal		Cardiff	Westerly, R.L	Riga	J848	Montreal	Runcorn	St. Ives, f	_	Para, dec	New York	Iquique
Exmouth, Devon- shire.	African 88. Co., London.	Barr, Ballybrack, co. Donegal.	W. Thomas, Liverpool.	J. W. Keast, St. John, N.B.	Schiffahrts Ges. Austra, Riga, Bussia,	H. Hogserth, Glasgow.	Donaldson Bros., Glas- gow.	D. Gower, Cardiff.	G. Freeman, St. Ives, Corn- wall.	J. Dongal and another, Eye- mouth, Ber- wickshire.	C. Booth, Liverpool.	B, C. Klkin, St. John, N.B.	J. B. Dickson, Glasgow.
F. J. FOWDOS, E.	—. Sheidrake	D. Barr, Ballybr	H. Jones	W. I. Stevens	F. Dredmann	H. H. Bridge	: :	E. J. Bowen	M. G. Freeman	J. Dongal	H. Thompson	M. Christiansen	H. Docherty
- •	in State	Heb.	ı	*	2	8	\$	7	4	<b>!-</b>	5	1 :	1
· #	2,046	~	1,606	*	3	2146	3,046	92	673	8	2,192	<b>3</b>	2,067
Bloop, W	S.S., Steel 2,046	Spriteail, W.	Ship, L	Schooner, W.	Schooner, W.	8.8., Steel	S.S., Steel 3,046	Ketch, W.	Lugaeil, W.	Lugger, W.	8.8. I.	Schooner, W.	Barque, I 2,067
•	(a) 11. 14. 100 A1. (b) 12.39.		(a) I.I. 1 100 Al. (b) 7.00.	:	(a) B. Ver. 33, A.l.l for 4 years from 4.00. (b) 9.00.	:	(a) I.I. 106 Al. (b) 8.00.	:	:	:	(a) I.l. 1 100 A1. (b) 3.00.	:	(a) 11, 14, 100 A1.
Not registered	London	Not registered	Laverpool	St. John, N.B.	Bussis	Ardrossan	Glasgow	Bristol	Not registered	Not registered	Liverpool	St. John, N.B.	Glasgow
"May"	"Memnon" 10 years.	"Bose"	"Province" 14 years.	"Bowens" 4 years.	"Orient" 33 years.	"Baron Innerdale" 4 years.	"Iakonia" l year.	"Alice" & years.	"Fortitude" 17 years.	"Britannia" 5 years.	"Augustine" 22 years.	"Leonard Parker." 3 years.	"Tinto Hill" 13 years
3 Ogt	4 Oct.	4 Oct.	7 Oct.	16 Oct.	28 Oct	31 Oct.	aon &	6 Nov.	6 Nov.	7 Nov.	8 Nov.	9 Nov.	10 Nov-

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

Place of Chemalty.	Off Usbant, N. Atlantic.	Lat. 42°:30' N, long. 166° E., N. Pacific.	Lat. 38° 32' N., long. 63° 39' W., N. Atlantic.	Lat. 51° 34' N., long. 21° 11' W., N. Atlantic.	Lat. 29° 35' N., long 63° 40' W., N. Atlantic.	Lat. 56° B., long. 68° W., B. Pacific.	Lat. 41° 8, long. 15° 10' W., 8. Atlantic.	Lat. 54° 26' N., long. 80° 20' W., N. Atlantic.	Lat. 35° S' N., long. 50° 46′ W., N. Atlantic.	Lat. 39° 30' N., long. 75° 10' W., N. Atlantic.	Saugor Roads, India.	Lat. 48º 29' N., long. 45º 57' W., N. Atlantic.	About 50 miles E.S.E. gaf Sourdyness, North Ses.
Wind	W.N.W. 10.	8.8	W. 10	<b>W</b> .4	91	W.S.W. 12.	01 -	60	¥.	1	1	N. N. W.	S. W. 13
No. of Lives Lost.	l (crew.)	1 (8 las- car).	-	l (crow)	Ħ	-	-	F1	•	<b>~</b>	-	(Grew)	
Nature of Ossosity.	Bail, Hfeboat, &c. damaged.	Steering gear broken, &c.	Part of deck load,  rail, &c., carried away.	Tail - end shaft and propeller lost,	Life boat and bul- warks damaged.	Decks swept	Decks swept	Loss of sails, &c.	Bursting of main steam pipe.	Main lift carried away.	Ost davit gny parted,	Ventilator, wheel- l house, &c., dam- aged by heavy	Beek on r g o broken adrift, cabin gutted,
Carro and Number of Passengers (if any).	General, about 14 passengers.	Sugar	Oil and rosin.	General, 3 cattlemen.	Petroleum	Nitrate of sods.	General	Ohins clay	Ballast	Bugar	General	General, 23 passengets.	General
Port bound to	London	Vancouver, B.C.	Rio Grande do Sul.	New York	Cette	Hamburg	Vancouver, B.C.	New York	Port Eads, U.S.A.	New York	Oalcutta	Glangow	Montrose
Port sailed from.	Calcutta	Samsrang	New Tork	Liverpool	Phila- delphia.	Anto- fagasta.	Liverpool	Sharpness	Liverpool.	Georgetown, Demerara.	Rangoon	New York	Bigs
Name and Address of Owner.	Peninsular and Oriental Steam Navigation Co., London.	T. N. S. Angier, London.	G. H. Perry, Yarmouth, N.S.	Oceanic Steam Navigation Co., Liverpool.	C. S. Hunting, Newcastle - on-Tyne.	R. Hill, Greenock.	W. Wainwright, Liverpool	B. J. Dunlop, Glasgow.	D. de Larrinaga. Liverpool.	C. McTroop, St. John, N.B.	British India, Steam Navi-	Lim, Glasgow. Allan Line B.S. Oo., Lim, Glasgow.	j. Cormack, Leith.
Name of Master.	D. C. Gregor	S. Tierney	Petry	G. J. Caven	J. B. Waters	W. J. Obristie	B. Knox	T. Bankine	P. Offbeon	D. Morrell	R. Browning	J. M. Johnston	D. Thom
Orew.	951	1	1	8	1	8,	1	88	8	ı	ı	2	2
Tons	2,944	2,024	<b>8</b>	3,122	2,438	1,901	1,871	1,967	2,661	<b>8</b>	1,273	2,788	\$
Description of Vessel, and whether Iron or Wood.	S.S., Steel	8.8., Steel	Brigantine, W.	8.8, Steel   3,122	8.8., Steel	Ship, I	Barque. Steel.	Barque, I	8 9., Steel	Barquentine, W,	8.8. I.	I.e.	8.8, I.
(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritaa. (b) Date of last Survey.	:	:	(a) B. Ver. 3/3, A. 1.1. for 10 years from 12.90. (b) 6.96.	:	(a) B. Ver. I. 3/3. L. 1.1. from 10.99. (b) 10.90.	(a) I.1. 100 A1. (b) 5.98	(a) Li, 1 100 Al. (b) 8.00.	(a) Ll. 1 100 Al. (b) 11.00.	:	(a) B. Ver. 3/3, L.1.1 for 6 years from 10.97. (b)	10,99.	:	(a) II. 1 100 A1.
Fort of Registry, if British.	Newcastle-on- Tyne.	London	Yarmouth, N.S.	Liverpool	Newcastle-on- Tyne,	Greenock	Liverpool	Glasgow	Liverpool	St. John, N.B	Glasgow	Glasgow	Leith
Name and Age of Vessel.	"Borneo" 5 years.	"Boyalist" f years.	"L. G. Crosby" 10 years.	"Cuffo"	"Saxoleine"	"Amazon"	"Beechdale" 9 years.	"Clan Buchanan"	" Domingo de Larrinaga " 1 year.	"Hector" 16 years.	"Madurs" 26 years.	"Sardinian"	"Calabria"
Date of Oasualty	1900. 16 Nov.	27 Nov.	5 Dec.	9 Dec	10 Dec.	11 Dec.	12 Dec.	13 Dec.	12 Dec,	12 Dec.	18 Dec.	15 Dec.	21 Dec.

(3) OTHER CAUBES—continued.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

S, Pacific.	Off Chapel Island, Morecambe Bay.	About 15 miles W.S.W. of St. Ann's Head, Pembrokeshire.	Between Lundy and Caldy Islands, Bris- tol Channel	Lat. 51° 6′ N., long. 6° 41′ W., N. Atlantic.	Lat. 40° 34' S., long. 8° W., S. Atlantic.	360 miles N.N.E. of Spurn Foint, North Sea.	Marske Sands, York- shire.	amile S.S.W. of Break- water Light, Ply- mouth.	Lat. 24° N., long. 69° W., N. Atlantic.	Lat. 44° 45′ S., long. 151° 28′ E., S. Pacific.	Lat. 28° 21' S., long. 53° 43' E., Indian Ocean.	N. Atlantic,	Off Bues Rock, St. Aubin Bay, Jersey.
. 1	8.W. 5	N.W. 10	W.Y.W.	¥.	ı	8.8.E.	Calm	S. 7	8.W. 10	 3. 2.	<u> </u>	2 1	8.W.5
-	61	က	1 (orew)	-	H	-	er)	-	-	-	-	Ħ	-
Decks swept, ballest shifted,	Capsized and sank sank; subsequently drifted ashore.	Decks swept	Damaged by heavy sea.	Decks swept	Main upper top- gallant tie car- ried away.	Deck strained by heavy sea.	Capeized through fouling warp of rocket appa-	Pooped by a heavy sea.	Port stairway to poop stove.	Damage to sails, &c.	Loss of sails, &c.	Damage to bulwarks and rig- ging.	Swamped; sub- sequently re- oovered.
Ballast	Ballast	Iron ore	General, 5 passengers.	Consi	Cosal	Ballast	Ballast	Ballast	General	Ballast	Jute	Ballast	Ballast
Gisborne, N.Z.	Chapel Island.	Glasgow	Glasgow	Bio de Janeiro.	Yokohama	fishing.	vessel.	or fishing.	Para	Newcastle, N.S.W.	New York	St. John's, N.F.L.	or fishing.
Table Bay	S. Ulverston	Seville	8 wanses	Glasgow	Newport, Mon.	Hall, for fishing.	Marske, to assistance of stranded vessel.	Plymouth, for fishing.	New York	СареТоwп	Chittagong	Plymouth	St. Helier's, for fishing.
W. Montgomery, London	J. Ireiand, Sandside, by Ulverston.	A. Jacobsen, Bokal, Christi- ania, Norway.	W. Sloan & Co., Glasgow.	Galbraith, Pembroke & Co., London.	W. Law & Co., Yar- mouth, N.S.	Anglo - Nor - wegian Steam Fishing Co., Lim, Hull	Ploknett, Bedcar, Yorkshire.	H. Tolcher, Brixham, Devonshire,	H. Brockle- hurst, Liver- pool	Lang & Fulton, Greenock.	Sir E. P. Bates, Liverpool	W. R. Beer, Kingsbridge, Devonshire.	Ielier's, Jersey.
J. G. Brisco	J. Ireiand, by Ulv	:	A. McDougall	E. Hook	E F. Hurlbert	D. Foyston	T. H. Picka Yorks	W. Tucker	J. S. Bennett	T. Coash	J. Hughes	W. Ellwood	V7. Girard, St. Helier's, Jersey.
1	only on board	16	8	ž	1		-	4	1	\$	1	16	67
1,749	es .	738	<u>8</u>	1,862	1,631	#	eo	<b>£</b>	1,061	1,603	1,892	æ	1
Ship, Steel	Smack (pleasure boat), W.	8.S., Steel	S.S., Steel	S.S., Steel	Ship, Steel	Steam trawler, Steel.	Fishing coble, W.	Ketch, W	8.8., I.	Barque, Steel.	Ship, I	Schooner, W.	Fishing boat, W.
(a) 11, 1 100 A1.	:	:	:	(a) Li. 1 100 Ai. (b) 3.00.	(a) Ll. 1 100 Al. (b) 10.00.	(a) Ll. ★ 100 Al. (b) 5.00.	:	:	(a) L1. 14. A1. (in red) 1. (b)	(a) I.I. 1 100 A1. (b) 6.00.	(a) I.l. ∰ 100 A1. (b) 5.00.	:	: :
London	Not registered	Norway	Эвавоч	London	Yarmouth, N.S.	Hull	Not registered	Brixham	Liverpool	Greenock	Liverpool	Salcombe	Not registered
"Grace Harwar" 11 years.	"May" 10 years.	"Borg"	"Medway" 14 years.	"Repton" 6 years.	" William Law" 10 years.	" Ceres" 9 years.	"Perseverance" 3 years.	"Provider" Syears.	"Lisbonense" 30 years.	"Rast Indian" 7 years.	"Kelst" 30 years.	"Grace" 52 years.	"King Fisher" 4 years.
28 Dec.	26 Dec.	28 Dec.	28 Dec.	28 Dec.	1901. 7 Jan.	8 Jan.	9 Jan.	9 Jan.	13 Jan.	13 Jan.	18 Jan.	19 Jan.	19 Jan.

SEA CASUALTIES .- PARTIAL LOSSES WITH LOSS OF LIFE.

200 miles N.N.W. of Hoy Head, N. Atlantic. 325 miles N.E. by N. 4 N. of Spurn Point, North See. Between Buncrans and Newbridge, Lough Swilly. About 170 miles E. by S. of Spurn Point, North Sec. 20 miles S. of Sept Isles, English Chan-nel. Lat. 56° 30' S., long. 82° 50' W., S. Pacific. 36° 57' N., long. W., N. Atlantio. Longships Supposed Rothesay Bay, Buteshire. Lat. 54° 20' N., long. 20' E., North Sea. Place of Castrally N. Atlantic. Near the Cornwall Let. W.S.W. 6. ₩.N.₩. W.N.W. 11. N.N. 10. ₩ Hurri-cane. ₩.8.W. 10. Wind. î l ı No. of Lives Lost \_ 64 ~ \_ æ Casks of carbolic acid broke adrift, 3 men sent to secure them suffocated by the fumes. Capsized: subse-quently re-covered. Mizen sail split and skylight broken. &c., Foot rope carried away. subse-re-After rail carried away. Damaged by heavy seas. : Deck damaged, boat stove, &c. Nature of Casualty. Loss of trawl Deck swept Bulwarks, damaged. : Lumber, 1 passenger. Oargo and Number of Passengers (if any). : : : : Potatoes General General Ballast Ballast Ballast Ballast Ballast Ballast Kauri Buenos Ayres. Rothessy.. Amsterdam York Bermuda.. Newbridge Port bound to. Plymouth Grimsby, for fishing. Hull, for fishing. Hull, for fishing. New Yarmouth, for Halifax, Perros. France. : York Port sailed from. Auckland, N.Z. Liverpool.. Toward New J. H. Easter-brook,Catfield, Yarmouth. Grimsby and North Rea Steam Trawling Co., Lim., Grimsby. B. Pickford & W. A. Black, Hallfax, N.S. Hull Steam Fishing & Ice Co., Lim., Hull. W. L. Loritt. Yarmouth, Yorkshire Steam Fishing Co., Lim., Hull. Sir R. W. Cameron, London. Cork S.S. Co., Lim, Cork. P. Burgoyne, Rothessy, Bute. L.J. Gauvry. Plymouth. Name and Address of Owner. C. McVeigh, Laharden, co. Donegal. : : : : J. G. Frazier Name of Master. J. Burgoyne R. C. Quick O. Manning N. Michael Rogers R. Leveritt Spears Fraser F. Evans ı 2 63 2 11 0 2 Orew. ឌ ı 1 8 23 2 8 3 Гопа 22 2 ž 1,837 . | Steam trawler, | Steel. | | Steam trawler, | Steel, | Barquen-tine, Steel. Steam trawler, L Description of Ves-el, and whether Iron or Wood. Spritsail (fishing), S.S. (mis-sion ves-sel), W. Lagrail (fishing), 8.8., Steel. Barque, Ketch, 8.8., I. (a) Class in Lloyd's Register, Liverpool Book or Bureau Verities, (b) Date of last Survey. 4 : : 4 : : A1. 4 4 (a) I.I. 1 100 A (b) 6.00. 8 8 8 8 (a) Li. 14 (b) 636. (a) L1. 1 1 (b) (b) 6.00. (a) L1. 1 1 (b) (b) 6.00. (a) 11. 1 1 1 (b) (b) 11.30. : : : : : : : Z, : : : registered. : : registered : Port of Registry, if British. Yarmouth, Yarmouth Plymouth : : : Grimsby London. London Cork Hall Hall Š Not : : "Star of the East" 25 years. Name and Age of Vessel. "Lord Roberts" 1 year. "Ocamo" .. 14 years. "Ptarmigan" 11 years. "Alarm" ... "Triumph" 5 years. "Calcutta"... 7 years. "Beform" ..
7 years. "Polly" ... 4 years. " Dorando" 6 years. "Frances" .. 2 years. Date of Gardelty. 3 Feb. 1901. 19 Jan. - Jan. 2 Feb. 21 Jan. 24 Jan. 22 Jan. 26 Jan. 28 Jan.

(3) OTHRE-CAUSES—continued.

163

## SEA CASUALTIES.-PARTIAL LOSSES WITH LOSS OF LIFE.

ng. 67°	of 4th buoy, of River	long. Liantic.	ng. 850	K. of North	Ward pinsha,	arpness outh.	t, Corn-	r. 50° 10′ lc.	leisnes.	miles from d Firth, N.	lande.	. 40° W.
Lat. 27° y' N., long. 67° 36' W., N. Atlantic.	z Ş	Let. 37° 20' N., long. 64° 40' W., N. Atlantic.	Lat. 48° 58' S., long. 85° W., S. Pacific.	290 miles N.N.E. of Spurn Point, North Sea.	mile W. of Ward Holm, near Copinsha, Orkneys.	200 yards off Sharpness Point, Tynemouth.	miles N. by E. of Godrevy Light, Corn- wall	Lat. 38° N., long. 50° 10' W., N. Atlantic.	Let. 50° 18' N., long. 13° 90' W., N. Atlantic.	About 100 mild Pentland Fi Atlantic.	Lat. 43° 30' N., long. 38°26' W., N. Atlantic.	Lat. 45° N., long. 40° W., N. Atlantic.
Lat. 27	_	<b>1</b> 8		988 980 8 pg 2		200 ya	<u> </u>	Lat. 3	130	Abou Per Ath		
N.W.6	N.N.B. 7	W.N.W. 9.	W.S.W.	z Z	W.N.W.6	S.E. 6	W.S.W.9	9	- 10	₩.	N.W. to W.N.W.	N.W. 12
l (crew)	1	1	2 (crew)	-	-	m	•	es .	-	-	-	
Accident to steer- ing gear.	Sank; subse- quently recov- ered & repaired.	Loss of bosts, &c.	Deoks swept	Bollard gave way, 3rd hand being crushed between warp and winch.	Sank; subse- quently re- covered.	Capsized; sub- sequently re- covered and repaired.	Boat, rails, &c., smashed by heavy sea.	Decks swept	Wheel house door carried away.	Bost smashed, &c.	Decks swept	Decks swept, cabin wreeked, &c.
General, 37 passengera.	Ballast	Cotton, tim- ber, cot- ton seed, & wheat.	Manganese ore, 3 pas- sengera.	Ballast	Ballast	Ballast	Ballast	General	Refined petroleum.	Ballast	General	Pitch pine timber.
Grenada	to a Pilot barge, in R. Tees.	Antwerp	Philadel- phia.	fishing	or fishing.	, sooking.	for fishing.	Rotterdam	London	Grimsby, for fishing.	Hall	W. Hartie- pool, via Havre.
New York	S. Gare, to a in R.	Galveston	Carrizal, Ubili.	Hull, for fishing	Deerness, for fishing.	N. Shiolds, seeking.	Lowestoft, for fishing.	Galveston	New York	Grimeby,	New York	Mobile
Trivided Ship- ping & Trad- ing Co., Lim., Glasgow.	W. Dixon, Redcar, Yorkshire.	E. Johnston, Liverpool.	Sir R. Martin, Dublin.	British Steam Trawling Co., Lim., Hull.	arth, Deerness, leys.	W. Rennison, N. Shields.	W. J. Head, Lowestoft,	Gordon Steam Shipping Oo., Lim, London.	Bear Creek Oil and Shipping Co., Lim., Liverpool.	Standard Steam Fish- ing Co., Lim., Grimsby.	King Line, Lim, Glas- gow.	J. Buthen, Cardiff.
Purdle	Carter	A. C. Jeffery	O'Netill	M.M. Pettman	D. Foubliter, Garth, Deerness, Orkneys.	W. Rennison	W. J. Hosed	:	:	A. Smith	T. Liddell	P. Hamon
<u></u>		27 A	<b>8</b> 3	<u> </u>	61	69	ю	<u> </u>	ı	2 2	<u> </u>	88
1,622	64	1,874	1,380	28	-	69	\$	1,823	1,726	19	1,479	1221
1 .8.8	Coble (pilot), W.	S.S., Steel 1,974	Ship, L	Steam trawier, L.	Smack, W.	Lugaail (foy boat), W.	Ketch, W	8.8, I	S.B., Steel 1,736	8.8, I	B.S., Steel	8.8., Steel   1,321
(a) II. 1 100 A.1. (b) 9.00.	:	(a) I.l. # 100 Al. 8	(a) I.1. 1 100 Al. (b) 3.00.	(a) II. 1. 1. 100 Al. (b) 11.90.	:	:	:	(a) L1. 1 100 A1. (b) 3.00.	(a) II. 1 100 Al. (b) 3.01.	(a) I.i. 1 100 A1. (b) 7.50.	(a) L1. 1 100 A1. (b) 9.00.	(a) Li, 🛧 100 A1. (b) 5.00.
<del></del>		:	:	:	bered	<b>te</b> red	:	:	:	:	:	:
Glasgow	Not registered	Liverpool	Dablin	Hall	Not registered	Not registered	Lowestoft	London	Liverpool	Grimeby	Glangow	Cardiff
:	:	:	:	:	:	:	:	:	:	:	yn	
"Maraval" 10 years.	"Mary Ann" 3 yeara.	"Dromore" 3 years.	"Dunboyne" 13 years.	"Ant" is	No name 8 years.	No name 6 years.	"Nellie" 3 years.	"Becta"	"Snowfiake" 8 years.	"Straton" 2 years.	"King Bleddyn" 7 yearn.	" Huddersfield " Byears.
5 Feb.	5 Feb.	6 Feb.	18 Feb.	21 Feb.	22 Feb.	26 Feb.	3 Mar.	3 Mar.	6 Mar.	6 Mar.	20 Mar.	21 Mar.

SEA CASUALTIES .-- PARTIAL LOSSES WITH LOSS OF LIFE.

Pluce of Casualty.	Lat. 42° 45′ N., long. 40° W., N. Atlantie.	Lat. 49° 20' N., long. 23° 20' W., N. Atlantic.	Boston Deeps, Lincolnshire.	Lat. 48° 3' N., long. 41°35' W., N. Atlantic.	Off Walmer, Kent.	S. Channel, Buence Ayres.	Head of McMillan Island, Fraser River, British Columbia,	Lat. 48º 4' S. long. 53º W., S. Atlantic.	Lat. 33° 36' S., long. 27° 30' E., Indian Ocean.	Off Staithes, York- shire.	Off Routhwold, Suf- folk,	Variable Lat. 50° N., long. 26° W., N. Allantic.
Wind.	N.W. to W.N.W.	<b>8.</b> 13	1	N.E. 10	S.W. 6	1	E., light	8.W.9	N.W. 12	Calm	N.W. by	Variable
No. of Lives Lost.	1	F	en .	-	-	ô1	3 (crew).	4	-	-	<b>~</b>	-
Nature of Casualty.	Lifeboat and deck fittings, &c. carried away.	Decks swept	Capsized; sub- sequently re- covered.	Decks swept	Hawserlead gave way.	Explosion of main steam pipe.	Boller explosion	Decks вwept	Dismasted, &c. subsequently abandoned but recovered.	Swamped by heavy sea.	Sank; subse- quently raised and repaired.	Loss of sails, &c.
Cargo sud Number of Passengers (if any).	General	General	Ballast	Lumber	Con.	General	General, 17 passengers.	Shale and tallow.	Jarrah wood.	Bellast	Ballast	Ballast
Port bound to.	Hull	Liverpool	Clayhole, Boston Deeps, on pilot duty.	Glasgow	Saigon	Campana	Chillawack	Rotterdam	London	Staithes, for fishing.	for fishing.	New York
Port sailed from.	New York	Boston, U.S.A.		St. John, N.B.	Dankirk	Laverpool	New West- minster.	Sydnoy. N.S.W.	Fremantle	Staithes, f	Southwold, for fishing.	Fleetwood
Name and Address of Owner.	King Line, Lim., Glas- gow.	F. Leyland & Co. Lim., Liverpool.	Boston Pilot Commission, Boston, Linca.	Maclay & McIntyre, Glasgow.	V. Vincent, Nantes, France,	British & South American Steam Navi- gation Co., Lim., Liver-	Lower Fraser River Navi- gation Co., New West-		W. Moran, Hull	Staithes, Yorkshire.	hwold, Suffolk.	G. D. Spicer, Spencers Island, N.S.
Name of Master.	T. Liddell	A. J. Davis	:	D. Macaulay	Delahaye	W. Fackrell	C. E. Seymour	H. McDougail	E. L. Herbst	I. Porritt, Staitl	K. Rogers, Southwold, Suffolk.	L. Atken
Crew.	R	2	en	ĸ	ı	83	23	ន	71	61	en	·8
Tons, Grew.	1,479	3,331	7	1,348	1,226	1,733	508	1,584	<b>88</b>	eı	01	1,651
Description of Vessel, and whether live or Wood.	S.S., Steel	S.S., Steel	Sailing boat, W.	83.L	Barque, Steel.	S.S., Steel	S.S., W	Ship, W	Barque, L	Lugsail, W.	Yawl, W	Ship, W
(a) Chass in Lloyd's Begreter, Liverpool Book, or Bureau Veritas, (b) Date of haff Survey.	(a) II. \$\frac{1}{6}\$ 100 Al. (b) \$.00.	:	:	(a) I.l. 🛧 A.l • (in red) 1. (b) 3.00.	(a) B. Ver. I. 3/3, L.1.1. from 3.00. (b) 3.01.	(a) Li. 🛧 100 Al. (b) 3.01.	:	(a) B. Ver. 3/3. L1.1. for 12 years from 12.91. (b) 6.00.	(a) L1. 1 100 A1. (b) 7.00.	:	:	(a) B. Ver. 3.3, L.1.1. for 4 years from 7.00. (b) 4.01.
Port of Registry, if British.	Glasgow	Liverpool	Not registered	Glasgow	France	Liverpool	New Westmin- ster, B.C.	Maitland, N.S.	Hull	Not registered	Not registered	Parreboro', N.B.
Name and Age of Vessel.	"King Bleddyn" 7 yearn.	"Lancastrian" 10 years.	No name Age unknown.	"Alaska" 18 years.	"Marguerite Elise" 10 years.	"Hippomenes"	"Ramona" 5 years.	"Savone" 10 years.	"Andes" 27 years.	"William" 13 years.	"Clarn" Age unknown.	"Charles S. Whitney." If years.
Date of Casualty.	1901. 21 Mar.	3 Apr.	3 Apr.	4 Apr.	10 Apr.	'11 Apr.	l7 Apr.	22 Apr.	13 May	18 May	14 June	ı

(3) Other Causes—continued.

RIVER AND HARBOUR CASUALTIES .- VESSELS TOTALLY LOST AND LIVES LOST.

Appendix C., Table 3.—Detailed Statement of Casualties involving TOTAL LOSS OF VESSEL, which occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred to British Vessels in Rivers and Harbours Abroad, or to British or Foreign Vessels in Rivers and Harbours of British Possessions Abroad, in four divisions, viz.: (1) Founderings, (2) Strandings, (3) Collisions, (4) Other Causes.

Note.—Casualties on the North American Lakes are tabulated as "River and Harbour" Casualties.

# (1) FOUNDERINGS.

Place of Casmalty.	Stone Ferry, River Hull.	Near Howick, Auckland Harbour, New Zealand.	Off Reeds Island, River Humber.	Lewis River, Yukon Terri- tory, Canada.	Off Silvertown, River Thames,	Canada Dock, River Mersey.	Barking Reach, River Thames.	River St. Clair, Cenada.	E, Float, Wallasey Dock Wall, River Mersey.	
Wind	1	1	¥.¥	1	<b>8</b>	1	N.W.6	ı	t	
No. of Lives Lost	ı	ı	ł	(1 crew & 2 pas-	1	1	I	l	1	
Carro and Number of Passengers (if any).	:	Нау	Granite setta.	About 75 passengers.	:	Manure	Coke	Gravel	Offs.	
Port bound to.	:	Auckland r, N.Z.	Sheffleld	:	ilvertown, mes.	nada Dock, rsey.	Rainham	Chatham, Lake Erie.	Wallasey, rsey.	
Port sailed from.	: :	 Trading in Auckland Harbour, N.Z.	Bull	: :	Moored off Silvertown, R. Thames.	Moored in Ganada Dock, R. Mersey.	Beckton	Sarnia, Lake Huron.	Moored at Wallasey, B. Mersey.	
Name and Address of Owner.	S. L. Wise, Hull	A. J. S. Glbbs, Devonport, Auckland, N.Z.	n, Hull.	J. E. Fairbairn, Dawson, Y.T.	W. E. Shepherd, London.	J. Gordon & Co., Lim., Liverpool.	W. C. E. Judd, London.	W. G. Scott, Wallaceburg, Ont.	B. W. Connell, jun, & Co., Lim., Liverpool.	
Name of Master.	:	J. Francis	W. Sugden, Hull.	:	::	:	E. A. Birthright	S Benedict	:	
Orow.	ı	69	69	1 .	None on board.	None on board.	64	•	61	
Tons.	17	8	8	ß	ž	<b>\$</b> .	\$	28	8	
Description of Vessel, and whether Iren or Wood.	Көөl, W	Ketch, W	Keel, W	S.B., Steel	Lighter, W.	Flat, W	Topsail barge, W.	R.B., W	Flat, W	
(a) Glass in Lioyd's Beristor, Livr proel Beok, or Burren Verifus, (b) Date of last Survey.	:	:	:	:	:	:	:	:	:	
Port of Registry, if British	Hull	Auckland, N Z.	Not registered	Dawson, Y.T	London	Not registered	London	Wallaceburg, Ont.	Not registered	
Name and Age of Vessel.	"North Sea"	"Incy James" 60 years.	"Lewis"	"Florence, S." 2 years.	"Joseph and Eliza" If years.	"Arrow" Age unknown.	"Flore" 36 years.	" E. Windsor" 29 years.	"Lord Hill" 70 years.	
Date of Chevalty.	1889.	1900. 18 Mar.	2 July	16 July	3 Aug.	27 Sept.	27 Ook	- Nov.	1901. 16 Apr.	

RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST..

Place of Casualty.	Rosario, River Parana, Argentine Republic.	N. pier of inner lock, Hartlepool, Durham.	Near Omerum, River Niger, W. Africa.	Pears, near Oswego, N.T., Lake Ontario.	8 miles W. of Oswego, N.Y., Lake Ontario.	Boychnok Oreek, Biver Hooghly, India.	Blanchard Island, Lake Ontario.	Bailway Quay, River Con- way.	S. point of Bear's Rump, Lake Huron, Canada.	Garston, River Mersey.	Off Dromenier, Lough Derg, Ireland
Wind.	I	8.W.1	1	₩.8	W. 10	ı	ı	N.4	N.W.6	W.N.W. 10	l
No. of Lives Lost.	1	ı	1	ı	ı	1	1	i	t	1	i
Carro and Number of Passengers (if any).	:	Coal, pig iron & ma- chinery.	Palm ker- nels, palm oil and copral.	Ballast	Ballast	Coal	Ballast	Brioks	Bricks, 2 passengers.	:	Ballast
Port bound to.	At Rosario.'	Dags	Omerum, R. Niger.	Oswego, N.Y.	Овжево	Вошраў	Port Arthur	Railway Quay, B. Conway	Blind River	Lying on beach at Garaton.	Moored in Lough Derg.
Port sailed from.	At Ro	W. 'Hartle- pool.	Abutchi, R. Niger.	Hamilton, Ont.	Hamilton, Ont.	Calcutta	Jackfish	Tal-y-cafn	Sarnia	Lying on bea.	Moored in 1
Name and Address of Owner.	R. McBride, New York, U.S.A.	M. Jaagö, Dagö, Russia.	Boyal Niger Co., Lim, London.	Bradshaw & Oo., Toronto.	R. O. Mackay. Hamilton, Ont.	Hajee Cassum Joosub, Bombay.	J. Playfair, Mid- land, Ontario.	W. Edwards, Tal-y-cafn, Carnaryonshire.	MoGibbin, Barnia, Ont., Canada.	S. G. Parry, Garston, Lancashire.	Col. Kinguley, Nenagh, Ireland.
Name of Master.	S. S. Harris	J. Jaagö	:	C. E. Redfearn	W. A. Corson	J F. Tyndal	:	-Jones	D. Sutherland	S. G. Parry, Gan	:
C.ow.	ı	-	ı	•	-	82	1	69	-	None on board.	None on board.
Tons	610	88	8	88	88	2,134	SET.	*	1	10	91
Description of Vessel, and whether Iron or	Barque, W.	Schooner, W.	8.S., Steel	Schooner, W.	Schooner, W.	8.8, I	8.8. W	Sloop, W.	Sailing vessel, W.	Cutter (shrimper),	Outter (yacht),
(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of Inst	(a) B. Ver. 3/3 A.1.1. for 5 years from 4.98. (b) 4.98.	(a) B. Ver. 3/3, G.l. 1 for 5 years from 10.99. (b) 4.00.	:	:	: :	:	:	:	:	:	:
Port of Registry, if British.	Windsor, N.S	Bussia	London	Bowmanville, Ont.	Hamilton, Ont.	Вошрау	Owen Sound, Ont.	Chester	Not registered	Not registered	Cowes
Name and Age of Vossel.	"Alberta" ll yeara.	" Carl" 9 years.	"Florence" 17 years.	"Albacore" 28 years.	"T. E. Merritt" 26 years.	"Jubedu" 29 years.	"St. Andrew"	"Margaret Jane" 37 yeara.	" Brick" Age unknown.	"Millie & Annie" Age unknown.	"Hebe" Age unknown.
Date of Oserualty.	1890. 25 Dec.	1900. 17 July	4 Sept.	12 Sept.	13 Sept.	16 Sept.	20 Bept.	23 Sept.	15 Oct.	27 Dec.	– Dec.

(2) STRANDINGS.

RIVER AND HARBOUR CASUALTIES. -- VESSELS TOTALLY LOST AND LIVES LOST.

Place of Casualty.	Off Dudman's Lower Dock, River Thames	Cremyll, the Hamoaze, Biver Tamar.	Gremyll, the Hamoaze, Biver Tamar.	Royal Dook Basin, Grimsby.	Above Pelaw, Biver Tyne.	Abreast of Morpeth Dock, River Mersey.	Halfway Reach, River Thames.	Barking Beach, Biver Thames.	Off Cubitt Town, River Thames.	Old Sun Wharf, River Thames.	Off Cremyll, the Hamore, River Tamar.
Wind.		W. squally.	W equally.	Ž	Oslin	ro Lo	Calm	B.W.1	W. 6	N.N.W.	1
No. of Lives Lost.	-	1	1	1	i	1	ı	ŀ	1	ı	1
Name and Port of Colliding Vessel.	S.S. "Joseph Rickett," of London.	Sailing yacht "Mariposa," of London.	Sailing yacht "Altona," of Cowes.	Unregistered steam lifeboat "James" Stevens."	S.S. "Lanchester." of Sunderland.	Steam yacht "Battler," of Glasgow.	S.R. " Henry Morton," of London.	French 8.8. "Charente."	S.S. "Snowflake," of Liverpool.	Norwegian 8.8. "Bjorn."	Steam launch of H.M.S. "Impreg- nable."
Carro and Number of Passengers (If any).	Jute	Ballast	Ballast	Ballast	Ballast	Coal	Chalk	Ballast	Ballast	Tinned beef, &c.	Ballast
Port bound to.	Dudman's R. Thames.	Lying in Yard at Cremyll, R. Tamar.	Lying in Yard at Oremyll, B. Tamar.	Grimsby, for fishing.	Moored above Pelaw, R. Tyne.	Liverpool	Surry Canal, London.	Limehouse, London.	Il Shadwell (in tow.)	Old Sun Thames.	Moored at Cremyll, R. Tamar.
Port sailed from.	Moored off Dudman's Lower Dook, R. Thames.	Lying in Yer B. Te	Lying in Yard B. Ta	Grimsby, f	Moored ab	Birkenhead	West Thurrock	Gravesend	Blackwall (in t	Moored at Old S. Wharf, R. Thames.	Moored at Cree Tamar,
Name and Address of Owner.	McDougall & Bonthron, Lim., London.	T. Stanning, Plymouth.	- Croft, Plymouth.	Mrs. Newson, Grimsby.	F. Gray, Fell- ing Shore-on- Tyne, Durham.	T. J. May, Liverpool.	J. Bigg, London	W. Gibbs, London.	Hammond & Co., London.	J. Cooper, London.	N., Stonehouse, buth.
Name of Master.	:	:	W. Drake	P. Andersen	J. Smith	S. Randles	W. H. J. Lumley.	W. J. Fryer	W. Hare	J. H. Bull	Capt. Rogers, B.N., Stonehouse, Plymouth.
Orew-	None on board	None on board	only on board	64	4	00	69	69	-	69	None on board
Tons	\$3	81	9	ю	5	28	28	#	*	18	er)
Description of Versch, and whether Iron or Wood.	Lighter, W.	Yawl (yacht), W.	Yawi (yacht), W.	Smaok, W.	Steam tug, W.	Flat W	Spritanil barge, W.	Topsail barge, W.	Lighter, W.	Dumb barge, W.	Cutter (yacht), W.
(a) Chas in Lloyd's Register, Liverpool Book, or Burean Veritas, (b) Date of last Survey.	:	:	:	:	:	:	:	;	:	:	:
Port of L. Registry, 1f Britiab.	Not registered	Cowes	London.	Not registered .	Newcastle-on- Tyne.	Liverpool	London	Rochester	Not registered	Not registered .	Gowes
Name and Age of Vessel.	"Minnie" 25 years.	"Altons" 23 years.	"Mariposa" 27 years.	"Elsie" Age unknown.	"Wizard"	"Havelouk" 54 years.	"Oray"	"Oharles & Eliza" 36 years.	* Martha" Age unknown.	"Ernest" Age unknown.	"Mynah" 8 years.
Date of Oesualty.	1900. 14 July	30 July	30 July	4 Aug.	14 Aug.	87 Aug.	6 Sept.	23 Oct.	27 Oct.	2 Nov.	13 Nov.

(3) COLLISIONS.

RIVER AND HARBOUR CASUALTIES .- VESSELS TOTALLY LOST AND LIVES LOST.

									<del></del>		
	Place of Chambly.	Garden Reach, River Hooghly, India,	Of Bailway Wharf, S. Brisbane, Queens-land.	Off Beckton, Biver Thames.	Galleons Reach, Biver Thames.	Galleons Reach, Biver Thames.	Galleons Reach, River Thames.	Watchet Harbour, Somerset.	Watchet Harbour, Somerset.	Watchet Harbour, Somerset.	Watchet Harbour, Somerset.
	Wind.	1	I	<b>H</b> . 5	S.W.6	S.W.6	S.W. 6	W.N.W. 10.	W.N.W. 10	W.N.W. 10	W.N.W.
	No. of Lives Lost.	1	ı	<b>-</b>	ı	l l	ı	1	ı	1	ı
	Name and Port of Colliding Vessel.	S.R. "Kasi, of Calcutta.	S.S. "Gabo," of Melbourne.	S.S." Lanchester" of Sunderland.	S.S. "Galka," of Southampton, and several unregistered dumb barges.	S.S. "Gaika," of Southampton, and several unregistered dumb barges.	S.S. "Galta," of Southampton, and several unregistered dumb barges.	Ketch "Express" of Bridgwater.	Ketches "Ex- press" and Priends, of Bridgwater, "Standard," of Fower, and	Padstow. Schooner "Jose- phine Marie," of Bridgwater.	Schooner "Hematite," of Barrow.
	Cargo and Number of Passengers (if any).	Unknown	Cosil	Sand	Coal	Coal	Coal	:	Paper &c	:	Coal
	Port bound to.	Matiabruj	Moored in Brisbane R.	Greenhithe   Bow Creek, R. Thames.	Moored in Galleons Beach, R. Thames.	Moored in Galleons Reach, R. Thames,	Galleons Thames.	watchet bour.	Loading at Watchet,	Moored in Watchet Harbour.	Moored in Watchet Harbour,
nued.	Port sailed from.	Armenian   Gbât.	Moored in ]	Greenhithe	Moored in Reach, R.	Moored ir Reach, R	Moored in Gallee Reach, R. Thames.	Moored in Wa Harbour,	Loading a	Moored in Hark	Moored in Hart
Collisions—continued.	Name and Address of Owner.	:	J. Burke & Son, S. Brisbane, Queensland.	The Excavator Co., Lim., London,	W. Cory & Son, Lim., London.	W. Cory & Son, Lim., London.	W. Cory & Son, Lim., London.	I. Hole, Watchet, Somerset,	Mrs. S. C. Norman, Watchet, Somerset,	C. Vickery, Watchet, Somerset.	W. A. Besloy, Watchet, Somerset.
(3) Собъ	Name of Master.	Abdul Mujjid	:	T. Smith	:	:	:	T. Allen	S. W. Norman	E. J. Bruford	J. Wilkins
	Tons. Orew.	1	None on board	61	None on board	None on board	None on board	60	en	4	*
		Say 5.	8	8	8	8	8	ដ	4	£	85
	Description of Vessel, and whether Iron or Wood.	Steam launch, material unknown.	Coal punt, W.	Spritsail barge, W.	Dumb barge, W.	Dumb barge, W.	Dumb barge, W.	Ketch, W.	Ketch, W.	Schooner, W.	Schooner,
	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Burey.	:	:	:	:	:	:	:	:	: :	:
	Port of Registry, if British,	Not registered	Not registered	Rochester	Not registered	Not registered	Not registered	Bridgwater	Јегчеу	Вагго ж	Bridgwater
	Name and Age of Vessel.	"Bass" Age unknown.	"Mary" Age unknown.	Castlemaine"	"Char"	"Cynthia" Age unknown.	"Eagle" Age unknown.	"Friends" 48 years.	"George May" 34 years.	"Hematite"	"Josephine Marie . 39 years.
	Date of Oastalty	1900. 19 Nov.	1 Dec.	3 Dec.	28 Dec.	28 Dec.	28 Dec.	28 Dec.	28 Dec.	28 Dec.	28 Dec.

169

RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

8 Dec.         **Lory Landow         **Lory Landow         **Collision         **Lory Landow         Collision         **Lory Landow         Collision         **Lory Landow         Collision         **Lory Landow         Collision         **Lory Landow         Collision         **Lory Landow         Collision         **Lory Landow         Collision         **Lory Landow         **Lory Landow         Collision         **Lory Landow					<del> </del>							
Figure   Section   State   Section   State   Section	Watchet Harbour, Somerset.	Galleons Reach, River Thames,	Erith Reach, River Thames.	Off Rosherville, River Thames.	Bursby's Reach, Biver Thames.	Brith Rends, River Thames.	Ellesmere Port, Man- chester Ship Canal.	Off Tranmere, River Morsey.	Off Bankside, Biver Thames.	Off Woolwich Arsensl, River Thames.	Outside Clarendon Dook, Belfast.	Blackwall Reach, River Thames,
September   Sept	N.W. 10	8.W.6	S, W. 2	E. 2	E.1	₩. 1	N.W. 2	K. 1	ŀ	N.E.1	E.N.E.	W. 1
*May Lander '.         Bridgwater '.         Bridgwa	:		· <b>-</b>	ı	ı	-	I	1	1	-	i	1
**Mary Lander"         Holderater         *** Only Planter	Ketch "Frands of Bridgwater."	S.S. "Gaika," of Southampton, and several unregistered dumb barges.	S.S. "J. B. Hinde," of London.	Schooner "Annie Park," of Barrow.	S.S. "Teesdale," of Middles- brough.	Dutch S.S. "Gironde."	S.S. "Fulmar," of Cork.	S.S. "Torfride," of Liverpool.	" The armaid," ndon.	Steam hopper "No. 8, of London.	Ketch, "Lady Ventry," of Belfast.	Steam fish carrier '. Progress," of Hull,
*Mary Lander"         Bridgwater         Common.         Singel, W.         87         R Bale         H, G. Norman, Sommer, Somme	•	•	Thames ballast.	er.	Coal			:	Rubbish excavations.	Live shells	Artificial manure.	
"Mary Lander"         Bridgwater         Brid	n Watchet rbour.	n Galleons L. Thames.	London	Rochester		Poplar, London.	t Elles mere		f Bunkside, hames.	Gravesend	Camp	, Blackwall ?. Thames.
"Mary Lander"         Bridgwater          Bradgwater         90         None   <	Moored in	Moored it Reach, B	Long Reach R. Thames	Greenbithe	Bugsby's Reach, R. Thames.	Kallington		<u>.</u>	Moored of R. Ti	Woolwich		
"Mary Lander"         Bridgwater           Bmack, W.         57         2         R. Bale            "Servia"   .	i. H.G. Norman, Watchet. Somerset.	W. Cory & Son, Lim., London.	B. Miller, London.	A. T. Hart, London.	Cory & Son. Lim, London.	M. A. Phillips, New Hythe, Maldstone, Kent.	Liverpool Lighterage Co. Liverpool		H. A. Cuuis, London.	∢	sampbeltown, lshire.	J. W. Cook & Co. Lim, London
"Mary Lander" Bridgwater Smack, W. 57 8  "Rerria" Not registered Spritsail 46 3  "John Jesses Clark" London Spritsail 46 3  "Yoln Jesses Clark" London Spritsail 46 3  "William Little" Rochester Spritsail 46 3  "William Little" Rochester Spritsail 46 3  "Age unknown London Lighter, W. 60 1  "Age unknown Liverpool Flat, W 62 2  "Age unknown London Spritsail Spritsail	. Bale	:	Dixon	. Gull	:	. Honey	• .•			•	H. Graham, ( Argy	
"May Lauder" Snidgwater Smack, W. 57  "Servia" Not registered Dumb, W. 57  "Yolin James Clark" London Spritsail 46  "Yulliam Little" Bochester Spritsail 46  "Age unknown. Not registered Lighter, W. 60  45 years, London Lighter, W. 60  "Age unknown. Liverpool Lighter, W. 60  "Age unknown. Not registered Lighter, W. 65  "Age unknown. Steam, Spritsail 66  "Thomas" Not registered Lighter, W. 58  "Thomas" Not registered Lighter, W. 58  "Thomas" Not registered Lighter, W. 58  "Thomas" Not registered Steam, Spritsail 60  "Northumbrian Gampbeltown Schooner, 80  "Guard" Not registered Hulk, W. 133  "Guard" Not registered Idulk, W. 133	,	Yone on oerd	၈	<b>67</b>	-	ବୀ	64	69	None on board	ea	က	<b>H</b>
"Servia" Not registered  "Servia" Not registered  "John James Clark" London  "William Little" Bochester  "Oornwall" Not registered  "Charles" London  "Age unknown. Liverpool  "Thomas" Not registered  "Thomas" Not registered  "Thomas" Not registered  "Thomas" Not registered  "Thomas" Not registered  "Thomas" Not registered  "Thomas" Not registered  "Gampbeltown Not registered  "Gardia" Not registered	<u>25</u>		84		8		<b>3</b>	Say 50		28	8	8
"Servia" Not registered  "Servia" Not registered  "John James Clark" London  "William Little" Bochester  "Oornwall" Not registered  "Charles" London  "Age unknown. Liverpool  "Thomas" Not registered  "Thomas" Not registered  "Thomas" Not registered  "Thomas" Not registered  "Thomas" Not registered  "Thomas" Not registered  "Thomas" Not registered  "Gampbeltown Not registered  "Gardia" Not registered	Smaok, W.	Dumb barge, W.	Spritsail barge, W.	Spritsail barge, W.	Lighter, W.	Topsail barge, W.		Steam derrick, W.	Lighter, W.	Spritsail barge, W.	Schooner,	Hulk, W
"Mary Lauder" Bridgwater  "Servia" Not registered  "John James Clark" London  "John James Clark" London  "Yalliam Little" Rochester  "Oornwall" Not registered  "Obrawall" London  "Orarles" London  "Thomas" London  "Thomas" London  "Thomas" London  "Thomas" Not registered  "Thomas" Not registered  "Thomas" Not registered  "Thomas" Not registered  "Thomas" Not registered  "Gardund" Not registered  "Gardund" Not registered  "Gardund" Not registered	:	:			:		:	:	:	:	:	:
"Servia" Not registered Age unknown.  "John James Clark" London 51 years. "Ornwall" Not registered Age unknown. "Charles" London 45 years. "Quickstep" Liverpool 88 years. "Thomas" London 18 years. "Thomas" Not registered Age unknown. "Thomas" Not registered Age unknown. "Thomas" Not registered Age unknown. "Gampbeltown Northumbrian Not registered Age unknown.	:	•	:	:	:	:	:	:	<b>:</b>	:	:	:
"Mary Lauder" Bridgwater Age unknown.  "John James Clark" London 18 years. "William Little" Rochester 57 years. "Charles" London 45 years. "Quickstep" London 74 years. "Tayears." London 18 years. "Thomas" London 18 years. "Thomas" London 18 years. "Thomas" London 18 years. "Thomas" Not registen Maid." 58 years. "Orthumbrian Campbeltow Maid." 58 years.					:							
	Bridgwater	Not registered				London	Liverpool		London		Campbeltown	Not registered
	"Mary Lauder" 59 years.	KDOWD.	"John James Clark" 18 years.	"Willism Little" 57 years.	<b>₩</b>	: <b>g</b>				"Thomas" Age unknown.	"Northumbrian Maid." 58 years.	nown.
	28 Dec.	28:Dec.		1901. 5 Jan.	16 Jan.	31 Jan.	21 Feb.	27 Feb.	14 Mar	12 Apr.	2 May	9 June

**12404—1** 

(4) OTHER CAUSES.

App Fab	endix C.] le 3—cont. RIVER A		RBOUR CA	SUALTIE		.70 Essels :	FOTALLY LO	ST AND	LIVES	S LOST.
	Place of Casualty.	Avoca Cutting, River Darling, New South Wales,	Five Finger Rapids. Yukon Biver, Canada.	Robson Wharf, Columbia. British Columbia.	Boston, Massachusetts, U.S.A.	Town Dock, Colling- wood, Georgian Bay, Ontario, Canada,	Long Reach, River Thames.	Bosario, River Parana, Argentine Republic.	Mission City Wharf, Fraser River, British Columbia.	Alongaide main wharf, Akyab, Burmah.
	Wind.	1	1	1	S.E. 4	1	Calm	Z n	ı	<b>*</b>
	No. of Lives Lost.	ı	ı	ı	ı	1	ı	ı	+	3 (1 crew and 2 passon- gers).
	Nature of Casualty.	Burnt	Burnt	Burnt	Burnt	Burnt	Fouled moorings of hospital ship, capaised and sank; subse- quently re- covered and condemned.	Burnt	Burnt	Barnt
	Carro and Number of Passongers (if any).	General	Ballast	Ballast	Ballast	Ballast	Bricks	Hay, bran, and maize.	Unknown	General, 80 passengers.
	Port bound to.	Wilcannia	ukon Biver.	Lying at Robson Wharf, Columbia River, B.C.	ston, U.S.A.	llingwood,	London		lission City r River, B.O.	Calcutta, via Chitta- gong.
: 2510	Port selled irom.	Wentworth	Laid ay in Yakon River.	Lying at Rol Columbia I	Lying at Boston, U.S.A.	Lying at Collingwood, Ont.	Shoebury- ness.	Lying at Rosario.	Moored at Mission City Wharf, Fraser River, B.O.	Папрооп
	Name and Address of Owner.	W. Bowring. Wentworth, N.S.W.	Yukon Hoola- linkwa Navi- gation Co., Lim., Vic- toria, B.C.	Canadian Paci- fic Railway Co., Montreal.	W. W. Clarke, Bear River, N.S.	North Shore Navigation Co., Lim., Collingwood, Ont.	Southchurch Brickfields Co., Lim., London,	T. E. Morrison, New York.	W. West, Lang- ley, B.C.	British India Steam Navi- gation Co., Lim., Glas- gow.
	Name of Master,	W. Haynes	:	A. Forslund	F. Robblee	E. Walton	J. Perry	E. W. Spurr	J. L. Card	J. Bowman
	Tons Crew.	•	Watch- man.	only on board	\$	\$	8	<b>=</b>	ı	22
		8	<b>25</b>	418	149	<b>25</b>	8	1,011	8	623
	Desription of Ves-cl, and whether Iron or Wood	. S.S. I.	S.S., W	8.8., W.	Schooner, W.	8.8. W.	Spritsail barge, W.	Barque, W.	s.s., w.	s.R., Rteel
	(a) Class in Lloyd's Register. Liverpool Book, or Bureau Verlias. (b) Date of last Survey.	:	:	:	:	:	:	(a) B. Ver. 3/3, A.1.1. for 6 years from 7.8f. (b) 8.98	:	:
	Port of Registry, if British	Sydney, N.S.W.	Victoria, B.C	New Westmin- stor, B.C.	Annapolis, N.S.	Collingwood, Ont.	Rochester	Parrsboro', N.S.	New Westmin- ster, B.C.	Эівяром
	Name and Age of Vessel.	"Emily Jane" 18 years.	"Reindeer"	"Trail" 4 years.	"Muriel" l6 years.	"City of Parry Sound." Il years.	"Henrietta" 31 years.	"Stadacona' 16 years.	"Royal City" 3 years.	"Karagola 14 years.
	Date of Crausity.	1899. 24 Dev.	1900. 26 Apr.	2 June	1. Sept.	9 Oct.	1901. 19 Feb.	26 Mar.	10 Apr.	20 Apr.

RIVER AND HARBOUR CASUALTIES-PARTIAL LOSSES WITH LOSS OF LIFE.

in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as Appendix C.-Table 4.-Detailed Statement of Casualties, involving PARTIAL LOSS OF VESSEL with LOSS OF LIFE, which occurred having occurred to British Vessels in Rivers and Harbours Abroad, or to British or Foreign Vessels in Rivers and Harbours of British Possessions Abroad, in two divisions, viz.: (1) Collisions, (2) Other Causes.

## (1) COLLISIONS.

Place of Gestralty.	Custom House Cusy, Sunderland, River Wear.	Chatham Dockyard, Biver Medway.	S.W. 10 Grangemouth Dook, River Carron.
Wind.	W. 8	l	8.W. 10
No. of Lives Lost.		-	<b>6</b> 0
Name and Port of Coll ding Vessel,	S.S. "Universal," of Sunderland.	Iron plates Unrecistered hulk "No. 8."	Supposed a lighter and her own ship.
Cargo and Number of Passengers (if any).	Ballast	Iron plates	:
Port bound to.	Moored at Sunderland.	Rochester	(In dock.)
Port sailed from.		Middles- brough.	
Name and Address of Owner.	Robinson J. Burn, W. Hartlepool.	R. H. Appleton, South Stock- ton.	Dampakibe Soliskabet "Danmark" (The Sonne & Co., Copen- hagen.
Name of Master.	R. Robinson	B. Biggs	:
Jrew.	2 only on board	-	ıo
Tons. Grew-	88	8	П
Description of Vossel, and whether Iron or	S.S., W	8.8., I.	Bow boat,
(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of Last Survey.	:	:	:
Fort of Registry, if British.	W. Hartlepool	Stockton	Denmark
Name and Age of Vessel.	"larmont" 25 years.	"Florence" 19 years.	10 Dec. Boat of. S.S. "Thorvalden." Age unknown.
Date of Jasualty.	1900. 31 Aug.	20 Nov.	<u> </u>

(2) OTHER CAUSES.

Place of Casualty.	Oalcutta, River Hooghly, India.
Wind,	1
No. of Lives Lost.	5 (shore hands).
Nature of Gaenalty.	General Cask of spirits accidentally dropped into hold, setting fire to cargo.
Cargo and Number of Passengers (If any).	General
Port bound to	Louding at Calcutta.
Port sailed from.	
Name and Address of Owner.	British India Steam Navi- gation Co., London.
Name of Muster.	- Butler
Tons. Grew-	Un- k'wn and some shore h'nds num- ber un-
Tons.	E
Description of Vowel, and whether Iron or	S.S., Steel
(a) Chass in Lloyd's Register, Liverpool Book, or Burean Voritas. (b) Date of last Survey.	:
Port of Registry, If British.	Glasgow
Name and Age of Vessel.	"Kapurthala"
Date of Osemalty.	1900. 5 May

Appendix C.]
Table 4—cont.

RIVER AND HARBOUR CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

Place of Casualty.	Kidderpore Dooks, Cakutta, River Hooghly.	Near Custom House, River Wear.	Pier No. 32, New York, U.S.A.	Opposite Naraingunge, River Luckhyn, India,	Gothenburg, Sweden.	Of Magazine, Tipnor, Portsmouth Harbour,	Off Mariners' Home, Biver Mersey.	Lowestoft Harbour, Suffolk.	Cement Works, Ber- ton-on-Humber,	Hong Kong.	Kidderpore Dooks, Galoutta, River Rooghly.
Wind.	ı	1	1	ı	W.2	N.W. N	6 %	W.6	en oč	Турьооп	i
No. of Lives Lost.	1 (a Las- car).	-	a Las-	-	-	es .	-	1 (a watch- man).	п	-	Chinese shore la- bourers).
Nature of Casualty.	Donkey stop valve broke.	Explosion of coal	Jib halyards carried away.	Damaged by fire	Main stop valve of port boiler burst.	Capsized; subsequently re-	Chain ran out through absence of pin in shackle.	Damaged by fire	Damaged by fire	:	Damaged by fire
Oargo and Number of Passengers (if any).	Ballast	Gas coal	General	Jute	General	:	General :	Ballast, a watchman.	Coke and empty bags.	:	Cos1
Port bound to.	Calcutta	Fer Baoys, ear.	ew York,	ngunge.	othenburg,	for fishing	Anchoring in River Mersey to load for New York.	Moved in Lowestoft Harbour.	Barton-on- Humber,	:	Lying in Kidderpore Dooks, Calcutta.
Port sailed from.	Batavia	Lying at Lower Baoya, R. Wear.	Lying at New York,	At Narsingungs.	Lying at Gothenburg, Sweden.	Portsmouth, for fishing	Anchoring Mersey to New	Moved in Harl	Halifax	:	Lying in B Docks, C
Name and Address of Owner.	A. Laing, Sunderland.	The Taylor & Sanderson Steam Ship- ping Co., Lim., Sunderland.	R. Mackill, Glasgow.	:	T. Wilson, Sons & Co., Lim., Hull.	ortsmouth.	Oceanic Steam Navigation Co., Lim. Liverpool.	E. Holland, Lowestoft.	Calder Carry- ing Co., Hull.	:	A. Freeland, London.
Name of Master.	E. Peck	R. H. Vincent	J. B. Stewart	:	A. Williams	G. Barnet, Portsmouth.	J. G. Cameron	: :	T. Leadboater	: :	:
I	1	81	1	- K	<b>5</b>	es	9	None on board	q	ı	ı
Tons, Grew	1,650	810	2,468	about 100	1,063	-	966'9	52	26	88	2,410
Destription of Vessel, and whother Iron or Wood.	8.8, I.	8.S., I	S.S. Steel	Flat, Steel	8.8, I	Sailing boat, W.	S.S., Steel	Ketch fishing),	Keel, W	Gunboat, Steel.	S.S., Steel
(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	(a) II. 1 10 Al. (b) 1239.	(a) L1, 14 100 A1.	(a) LL. 4 100 A1. (b) 1.99.	:	:	:	:	:	:	: :	(a) Ll. 100 Al. (b) 11.96.
Port of Registry, if British.	Sunderland	Sunderland	Glasgow	British Indis (not registered).	Hall	Not registered	Liverpool	Lowestoft	Not registered	: :	London
Name and Ags of Vess.l.	" Deepdale" 20 years.	"Universal" 22 years.	"Ettrickdale" 6 years.	"Darband" 9 years.	"Rollo" 30 years.	"Little Harry" Age unknown.	"Oceanic" 1 year.	"Mispah" 30 years.	"Bessie" 10 years.	H.M.S "Saud- piper."	"Croydon" 2 years.
Data of Casualty.	1900. 25 Aug.	1 Sept.	10 Sept.	17 Sept.	3 Oct.	14 Oct	14 Oct.	29 Oct.	3 Nov.	10 Nov.	23 Nov.

(2) OTHER CAUSES—continued.

RIVER AND HARBOUR CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

Dooks,							
Kidderpore Dooks, Calcutta, River Hooghly,	Algiers Harbour, Algiers.	Noqui, Biver Congo, Portugese W. Africa.	Portsmouth Harbour.	Off Queen's Dook, Biver Mersoy.	E. Bute Dook, Cardiff.	Off New Brighton, River Mersey.	Barry Dook, Glamor ganshire,
ı	1	ı	ı	N.N.W.	Variable 1.	N.W. 2	I
(Las-	_	_		4	l (crew).	2 (crew).	1
Damaged by fire	Explosion of coal gra.	Tube in port boiler burst.	Boiler explosion	Boiler explosion	Explosion of donkey boller.	Boiler explosion	Explosion of coal gas.
Loading coal.	:	General	:	General	Cost ::	Ballast, 2 passen- gers (to correct compass).	Coal
Cidderpore Salcutta.	Algiers	Biver Congo.	:	Aviles, Gijon & Bilbao.	Moored in E. Bute Dock, Cardiff.	Birkenhead Holyhead	Moored at Barry Dock
Å	: Barry	Liverpool	:	Liverpool	Moored in E	Birkenbead	
Shell Transport and Trading Oo, Lim., London.	H. Waliis, Oardiff.	British and African Steam Navigation Co., Lim., Glasgow.	:	Serra S.S. Oo., Bilbao, Spain.	Thom & Osmeron, Lim., Glasgow.	Boyal National Lifeboat In- stitution, London.	G. B. Lavarello, Genos, Italy.
. M. Palok	:	J. J. C. Mills	:	T. Aguirre	J. Jefferson	:	P. Marchini
	<u> </u>	1		<u>-</u> ន	and 4 la- bour- ers.	•	8
<b>161</b>	9	1,788	<b>28</b>	413		ନ	1,844
S.S., Steel	8.8., L 1,060	S.S., Steel 1,788	Torpedo 260 bost de- stroyer.	. I. 8	up. L 1.639	Steam life- 20 boat, Steel	S.R. I 1,844
S.S., Steel	8.8. I.	(a) LL 1 100 A1. S.S., Steel 1,788 (b) 3.01.		. I. 8	up. L 1.639		S.R. I
(b) T.00. Al. 8.8, Steel (b) 7.00.	(b) 10.89. U. A. S.S., I.	(a) Ll. 🛧 100 Al. (b) 3.01.	Torpedo bost destroyer.	. I. 8		Not registered Steam life-boat, Steel	:
London (a) I.l. 100 Al. 8.8, Steel (b) 7.06.	"Horsohel" N. Sheids (a) L. 7 100 AL. S.S., L. 16 years. (b) 10.89.	28 Apr. "Bathurst" Liverpool (a) Ll. 10 Al. 8.8., Steel 1,788 (b) 3.01.	Torpedo bost de-	(a) B. Ver. I, 3.3 B.B., I A.l.1 from 1.90.	(a) Li. 14 100 Al. Ship, L 1,639 (b) 7,00.	Steem life- boat, Steel	(a) B. Ver. I. 3/3 S.R. I I.1.1 from 6 98. (b) 3 01.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
By DARLING & SON, Led., 34-40, Bacon Street, E.

. 1902,

Special Reports on Educational Subjects. Issued by Board of Bossailon -SCHOOL GAMDENS IN GERNAND Pennic Linuary and Prelic Elegentary School. Connection between.
Humberto Martinon, of Trachied. MIRROR LANGUAGE TRACKING IN BRIGION, HOLLAND AND GERMAN SPERINDARY SCHOOLS:- IN BADER. Price 54st. In PROSECT. Price 14. University AND SECONDARY EDUCATION IN PRINCE. STRUMENTATE EDUCATION IN WALES AND THE OBDANIATION OF EDUCATION IN SWITTERLAND Price In Its Strumentation of Farken Systax. Decree of French Minister for Public Instruction, 25 Feb., 1901. Price Id. Systam or Education in:—Ontario; Quobec: Nura Schrie, &c., Manitoba, &c., West Indice; Capo Colony and Natal; New South Weles; Victoria; Quoensland; Tarmania; South Australia; Western Australia; New Zaaland; Ceylon; Malta: in fifteen parts. Price 8d, each. Locord Office Publications:—
I Calesnaus. Imp. 6vo. Cioth. Price 15s, per rol.:—
Chose Rolls. Edward III. 1341-1343. 11. LISTS AND INDUSES. No. XV. Audient Correspondence of the Chancery and Exploquer
111. Purvy Council of England. Acre of. New Senies. Vol. XXV. 1595-6. And XXVI. 1595-IV. Chronicaes of England .- Royal Svo. Half bound. Prim 10s. per vol. :-YEAR BOOKS OF THE BEIGN OF EDWARD III. YOU IT. VI SCOTTISH :-EXCHANGER ROLLS OF SCOTLAND, Vol. XXI, 1580-1588, PRIVY COUNCIL OF SCOTLAND, Register, Vol. III, 1629-1630. Price 10a. ANUTENT LAWS OF ISLEANS. Brehon Laws. Vols. V. and VI. Principle to a small Colories and Protectorates. British. Military Forces of. 1907.

Engineering. Military. Instruction in. Part 1. Vield Defences. Part III. Bridging. Price 1s. bil. each. Industry Transing. (Provisional, 1902.)

Midical. Organization of Foreign Aurita. Handbook.

Rive Banges. Miniature and Safety. Instructions for.

Stories used in H.M. Service. Priced Vocabulary of. 1902.

Volunteers in Cares. Orders and Regulations for. (May 1902).

War Material. Care and Preservation of. Regulations for, and for Magazines.

Price 1s. Hydrographical :-PRISE COAST. Pilot. Fifth edition, 1902. Astruc Polor. Vol. II. Price Sa. Sol. CENTRAL AMERICA AND THE UNITED STAYES. WOM COURSE. Engal Government Board :
SASTANT CIRCUMSTANCES OF THE BEDLENGTONSHING URBAN DISTRICT. Report on District of Burnham-on-Chouch. Report on. Price aid. Price 3tl. Unionies, Hardwoors for April 1902. Svo. Wrapper.

No. I. Canada. 2. Now South Wales. 3. Victoria. 4. South Australia. 5. Queensland. 6. Western Australia. 7. Tasmana. 8. New Zealand. 7. Cape Colony. 10. Natal. Price 1d. each. No. 11. Professional Handbook dening with Professions in the Colonies. 12. Emigration Statetes and General Handbook.

No. 13. (viz., Nos. 1 to 12 in cloth).

No. 13. (viz., Nos. 1 to 12 in cloth).

No. 14. Price 2a. Original Reforers, 1900. Summary of. Americs, North and South. July 1901.

Price 2a. Original No. 1 in the Colonies of California, price 1d. Certon. Price 2a. Original No. 1900. Price 2a. California, price 1d. Newfoundland, Nov. 1900. price 1d. South African Republic, price 3d. West African Colonies, Nov. 1901, price 5d. West Indice, price 5d. Smigrapts) Information Office, 31, Broadway, Westmissier, S.W., viz.:-Biglimore, Assist. Solicisor of Inland Revenue. 2nd edition. 2 vols.

PRACTICAL ARRANGEMENT OF THE LAWS BELATIVE TO THE Excise, &c., &c. By Nath. J.,
Biglimore, Assist. Solicisor of Inland Revenue. 2nd edition. 2 vols. Commerce and Navigation, &c., &c., &c., between Great Britain and Foreign Points as they Vols. L. to XXI. 8) avr. Paritim. Britimb and Foreign. Vol. 89. General Index (chromologically and alphabetically arranged) to Volt 65 to 79. 4 18 73 to 1880.) Vols —81. 1888-9. 82. 1689-1890. 83. 1890-1. 84. 1891-2. 25. 1892-3. 86. 4 3 2 5 -4. 57. 1894-5. 88. 1895-6. 89. 1896-7. 90. 1897-8. Price 10s. each Beard of Prade Fortiers 1 - of Tariff and Trade Notices and Miscellansous Commercial Information. Published Price Id. Index to Vols, 1 to 14. July 1886 to June 1883. And to Vols, XV, to XX. July 1893 to June 1896. Price 1s. 5d.

1. XII. 1902

## ABSTRACTS

OF THE RETURNS MADE TO THE BOARD, OF TRADE

## SUALTIES SHIPPING

## ON OR NEAR THE COASTS OR IN RIVERS AND HARBOURS OF THE UNITED KINGDOM

From the 1st July 1900 to the 30th June 1901.

ALSO OF THE RETURNS MADE TO THE BOARD OF TRADE DURING THE

## SHIPPING CASUALTIES

WHICH DECURRED TO THAN ON BRITISH VESSELS ELSEWHERE AND HARBOURS OR NEAR THE COASTS OR IN RIVERS UNITED KINGDOM:

## FOREIGN VESSELS ON OR NEAR THE COASTS OR IN RIVER AND HARBOURS OF BRITISH POSSESSIONS ABROAD:

With Particulars of Lives Lost by such Casualties; and of Lives Saved at Sea also of the Returns made during the Year 1900-1901 of the Lives Lost from British Vessels by Accidents other than Casualties to the Vessels, and by Disease, &c.; together with Abstracts of the Official Inquiries in the United Mingdom into the Causes of Shipping Casualties, held by order of the Education of Trade, during the Year 1900-1901; and of the Official Inquiries Abroau Instituted by Consular and Colonial Officers and others, into the Causes Shipping Casualties, of which the Reports were received at the Board Canada during the year 1900-1901. Trade during the year 1900-1901;

And of other Investigations at Home and Abroad which affected the Certificate of Masters and Officers in the Mercantile Marine.

WITH CHARTS AND APPENDICES.

Presented to both Houses of Bartiament by Command of His Majesty.



PRINTED FOR HIS MAJESTY'S STATION OF DARLING & SON, Ltn., 34-40, BACON STATIONREY

and to be purchased, either directly or through any Bookseller, from g.C. E & SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, and 32, ABINGBON STREET, WESTMINSTER, S.W. OF OLIVER & BOYD, EDINBURGH; or E. PONSONBY, 116, GRAFTON STREET, DUBLIS

#### CASUALTIES TO SHIPS.

## RETURN to an Order of the Honourable The House of Commons, dated 24 March 1902;—for,

RETURN of CASUALTIES to SHIPS, in the form set out below, showing the date, the name and class of the Ship damaged, the nature of the accident, the number of persons injured, the number of deaths (if any), the result of any inquiry that may have been held into the circumstances, and time in dockyard for repairs, during the year ending the 31st day of December 1901:—

Date.	Name and Class of Ship.	Nature of Accident.	Number of Persons injured.	Number of Deaths (if any).	Result of Inquiry (if any).	Time in Dock- yard for repairs.

Admiralty, 17 December 1902	2. }	EVAN	MACGREGOR, Secretary

(Mr. Lough.)

Ordered, by The House of Commons, to be Printed, 17 December 1902.

#### LONDON:

PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and 32, ABINGDON STREET, WESTMINSTER, S.W.; or OLIVER AND BOYD, EDINBURGH; or E. PONSONBY, 116, GRAFTON STREET, DUBLIN,

## CASUALTIES

Date.	Name and Class of Ship.	Nature of Accident.
1901. 10 January -	" Rainbow," 2nd Class Cruiser -	Collision with Italian barque in the Hamoaze
14 January -	"Angler," Torpedo Boat Destroyer.	Collision with barge "Alfreda" in the Thames.
15 January -	"Sybille," 2nd Class Cruiser -	Grounded and lost in Lambert's Bay, Cape Colony.
January -	"Ferret," Torpedo Boat Destroyer.	Collision with launch belonging to H.M.S. "Impregnable."
January -	"Opossum" Torpedo Boat De- "Vigilant" stroyers.	Collision
1 February	"Daring," Torpedo Boat Destroyer.	Collision with S.S. "Princess May" at Spithead.
19 February	"Rocket," Torpedo Boat Destoyer.	Port engine disabled between Jamaica and Bermuda.
19 February	"Indefatigable," 2nd Class Cruiser.	Grounded when entering Port Antonio, Jamaica.
February	"Mermaid," Torpedo Boat Destroyer.	Collision with Dockyard wall, Chatham -
22 March -	"Research," Surveying Vessel - "Osprey," Torpedo Boat De- stroyer -	Collision at Portsmouth. "Osprey" damaged
March -	"Sylvia," Torpedo Boat Destroyer.	Collision
9 April -	"Fawn," Torpedo Boat Destroyer.	Collision
17 April -	"Glory"   1st Class Battle- "Centurion"   ships.	Collision in Wu sung roadstead. "Centurion" damaged.
20 April -	"Dasher" Torpedo Boat De- "Cynthia" stroyers.	Collision off St. Alban's Head, "Dasher" damaged.
10 June -	"Barham," 3rd Class Cruiser -	Grounded at Espardell Island
10 June -	"Cygnet" Torpedo Boat De- "Orwell" stroyers.	Collision in Pollenza Bay. "Cygnet" damaged.
10 June -	"Daring," Torpedo Boat Destroyer.	Bursting of boiler
12 July -	"Hyacinth," 2nd Class Cruiser -	Bursting of tube in No. 10 boiler
16 July -	"Recruit," Torpedo Boat Destroyer.	Grounded in Solent
22 July -	"Racer," Sloop	Bursting of hose connected with No. 3 boiler
27 July -	"Tiger," Torpedo Boat Destroyer.	Collision with "Argus" at Haulbowline -
3 August -	"Viper," Torpedo Boat Destroyer.	Lost during fog between the Casquets and Alderney.
•		1

## TO SHIPS.

Number of Persons injured.	Number of Deaths (if any).	Result of Inquiry (if any).	Time in Dockyard for repairs.
—		No blame attributable to "Rainbow"	21 days.
-		No inquiry; blame due to barge, Destroyer being at anchor.	14 days.
1	1	First Lieutenant, Lieutenant (N.), Sub-Lieutenant, and Gunner dismissed ship by Court-Martial.	Total loss.
_	<b></b>		10 days.
_	_		7 days ("Opos- sum").
_	_	Chief Gunner in Command reprimanded	10 weeks.
-	_		2 months (5 menths await- ing machinery from England).
_	<b>-</b> .	Accident due to error of judgment on part of Captain. Cautioned.	3 weeks.
_			8 days. 1
	<u>-</u>	Sufficient precautions not taken by "Osprey."  Lieutenant in Command cautioned.	7 weeks.
			10 days.
_	-		2 months.
		No blame attributable	3 weeks.
_		Accident partly due to "Dasher's" Officer of the Watch. Cautioned.	24 days.
		Accident due to error of judgment in navigation -	8 days.
	_	Accident due to an error of judgment on part of Commanding Officer of "Cygnet," and of Flotilla Commander, while manœuvring.	27 days.
8	-22	No blame attributable • • • •	7 months.
1	-	Admiralty decided there had been want of care in examining boiles, and cautioned those responsible.	2 days.
_	204	Lieutenant in Command reprimanded	22 days.
-	1	Admiralty decided Engineer Officer in Charge had shown great want of professional judgment.	_
_	-	Lieutenant in Command reprimanded	18 days.
_	_	Lieutenant in Command reprimanded for having taken insufficient precautions.	Lost.

Date.	Name and Class of Ship.	Nature of Accident.		
8 August -	"Nile," 1st Class Battleship - } "Nautilus," Training Brig - }	Collision in Plymouth Sound		
17 August -	"Dolphin," Training Brig -	Collision with Norwegian S.S. "Hugin" at Dartmouth.		
10 September	"Wizard," Torpedo Boat Destroyer.	Collision with Ryde ferry steamer at Portsmouth.		
September	"Star," Torpedo Boat Destroyer	Collision		
18 September	"Cobra," Torpedo Boat Destroyer	Lost while on passage from the Tyne to Portsmouth.		
18 September	"Indefatigable," 2nd Class Cruiser	Grounded in River St. Lawrence		
September	"Havock," Torpedo Boat Destroyer.	Collision		
3 October -	"Angler," Torpedo Boat De- "Salmon," stroyers.	Collision at the Nore		
16 October -	"Ostrich," Torpedo Boat Destroyer.	Fouled "Monmouth" (hulk) at Devonport -		
22 October -	"Electra," Torpedo Boat Destroyer.	Collision with vessel unknown during fog in the Tyne.		
22 October -	"Peterel," Torpedo Boat De- "Spiteful," stroyers.	Collision during fog in the Tyne		
25 October -	"Repulse," 1st Class Battleship	Accident to port engine off Moville		
29 October ·	"Thorn," Torpedo Boat Destroyer.	Ran down a boat belonging to H.M.S. "Forth."		
30 October -	"Angler," Torpedo Boat De- stroyer.	Collision with S.S. "Suffolk" in Felixstowe Harbour.		
6 November	"Proserpine," 3rd Class Cruiser	Collision during fog with "Koningen Regentes" (Royal Zeeland S.S. Co. Mail Packet).		
9 November	"Royal Sovereign," 1st Class Battleship.	Gun accident in Mediterranean		
12 November	"Flora," Coast Guard Cruiser -	Wrecked during gale in Kingstown Harbour		
13 November	"Active," Coastguard Cruiser -	Wrecked during gale off Granton		
2 December	"Salmon," Torpedo Boat Destroyer.	Collision with S.S. "Cambridge" at Harwich		
5 December	"Wizard," Torpedo Boat Destroyer.	Collision with tug at Portsmouth		
9 December	"Sans Pareil," 1st Class Battle ship. "Rinaldo," Sloop}	Collision at the Nore		

Number of Persons injured.	Number of Deaths (if any).		Time in Dockyard for repairs.
_	_	{	11 days (" Nile "). 23 days (" Nau- tilus ").
_		No blame attributable	8 days.
_		No blame attributable	26 days.
_			13 days.
_	67*	Loss due to structural weakness	Total loss.
_	_	No blame attributable. Ship in charge of pilot -	2½ months.
_	_		8 weeks.
_	_	Lieutenant in Command of "Angler" reprimanded	15 days ("Angler"). 21 days ("Salmon").
_	_	Coxswain of "Ostrich" misunderstood order -	26 days.
	. —	No blame attributable	49 days.
_	_	No blame attributable	18 days.
_	_	No blame attributable	8 weeks.
<u> </u>	3	Lieutenant in Command of "Thorn" severely reprimanded and dismissed ship.	_
· -	_	No inquiry; blame due to "Suffolk" destroyer being at anchor.	22 days.
_	_	No blame attributable	33 days.
19	6	Due to a miss-fire; no blame attributable	8 weeks.
_	_	No blame attributable	Lost.
3	20	No blame attributable to any of survivors	Total loss.
_	2	Court-Martial acquitted Lieutenant in Command of blame.	26 days.
_	_	Accident due to error of judgment on part of Gunner in Command of "Wizard."	18 days.
_	_	Accident due to error of judgment on part of Commanding Officer of "Rinaldo,"	10 days.

<sup>\*</sup> Including 23 civilians.

CASUALTIES TO SHIPS.

RETURN of CASUALTIES to SHIPS in the form set out below, showing the date, the name and class of the Ship damaged, the nature of the accident, the number of persons injured, the number of deaths (if any), the result of any inquiry that may have been held into the circumstances, and time in dockyard for repairs, during the year ending the 31st day of December 1901.

(Mr. Lough.)

Ordered, by The House of Commons, to be Printed, 17 December 1902.

[Price 1d.]

404.

2 •

•